

# THE MADOC MERCURY AND NORTH HASTINGS MINING NEWS.

No. 353.

MADOC, (HASTINGS CO., ONT.), SATURDAY, OCTOBER 2, 1869.

PRICE TWO CENTS.

## News from Europe.

By Atlantic Cable.

London, Sept. 23.—The *Times*, in an article on the cotton supply, says:—"Messrs Ashworth and Bright by different methods have arrived at the same end, namely, that nothing is wanted but cotton. More cotton would start the mills, dispel distress, and silence clamour against free trade. Of this we are not sure, but we are well aware that the prostration of industry in Lancashire demands attention. Cotton is dear because it is scarce. Why scarce? The crop of the Southern States, with a considerable supply from other points, has considerably increased the supply. If less cotton arrives, Liverpool must investigate the cause. It would be safer to say that Lancashire suffers from a loss of trade more than from the dearness and scarcity of cotton. The demand for goods is less than it formerly was. If the Americans would take our manufactures as freely as freely as we take their corn and cotton, the industry would be entirely ours, and the supply of materials theirs. It is not improbable that the protective tariff of other countries are answerable in some degree for the depression in Lancashire. It is certain that in this case cheap cotton will not remedy the suffering. The loss of the market is not due to want of material. Our manufacturers formerly commanded the world. They were better and cheaper than those of other countries. What is to be done now that the people refuse to buy in the cheapest market? Without free trade, manufacturing excellence loses its value. If trade is bad in consequence of the restrictions of other countries, the scarcity or abundance of cotton is immaterial. Without doubt, Lancashire suffers because other countries refuse to trade with us."

Sept. 24th.—Joseph Whitworth, the inventor of the Whitworth gun, and Wm. Fairbairn, the celebrated engineer, have been created baronets.

Sept. 25.—A new line of telegraph cable, to be laid between Ireland and Nova Scotia, is projected.

Sept. 27.—The *Daily News* to-day reports that the object of Lord Clarendon's visit to Paris was to announce to Napoleon an arrangement between Austria, Prussia, Russia and England, to preserve peace and check the contagion of revolution in France in the event of the Emperor's death, but not to thwart German unity.

Mr Gladstone, in reply to the petition for amnesty to the Fenian prisoners, promised to submit the petition to the Queen, but does not pledge the Government to any particular action in the subject. He acknowledges the soundness of judgement exhibited by the petitioners in attaching the true character to the offence committed.

Mr Jefferson Davis sailed for America on Saturday in the steamer Baltimore.

EDINBURGH, Sept. 21.—The Right Hon. George Patten, Lord Chief Justice Clerk of Scotland, has unaccountably disappeared, nothing having been heard of him since Monday morning. It is feared that he has been foully dealt with.

PERTH, Sept. 24.—It proves right that the Hon. G. Patton, Lord Justice Clerk of Scotland, was murdered, for his body was found in the Tay to-day, with a terrible cut in the throat. Who could have done the deed, and what could have been the object?

PARIS, Sept. 24.—The *Gaulois* asserts that France has sent a note to Prussia and Baden declaring that she will regard the annexation of the Grand Duchy of Baden by Prussia as *casus belli*.

Sept. 25.—The *Constitutionnel* denies the truth of the above report.

MADAM, Sept. 25.—The government intend to compel the bishops to take the oath of allegiance to the new constitution.

Intelligence has been received here of the assassination of the President of the Republican Club at Tarragona.

A Republican Club in this city has been closed by the Government on account of a resolution adopted declaring that the members would make armed resistance to monarchy.

Republican meetings are becoming general in the principal cities of Spain. At Saragossa Senor Casal addressed an audience of 20,000 persons, urging death before the acceptance of monarchy.

Sept. 26.—At Barcelona an attempt was made to disarm some volunteers who protested against the arrest of General Pierad. This exasperated the volunteers and caused a slight insurrection. Barricades were thrown up, and a conflict took place in the streets between the government troops and the volunteers. The fight was a short one. The volunteers were beaten, and 70 were taken prisoners. Among the latter are two deputies to the Cortes. The troops now hold all parts of the city, and it is reported that the revolt has been completely suppressed.

Recent accounts of the work being done on the road this season vary so much as to the character, rate of progress, and estimated cost of the work, that it is difficult to get at the truth.—On the map accompanying the "Second Report of the Standing Committee on Immigration and Colonization," just issued from Ottawa, the route of a direct railroad from Montreal to the Pacific is traced, indicating that the necessity for something better than a wagon road is beginning to be recognized.

The Kingston *News* of Monday, notices the requisition to the Warden from residents of Madoc and the vicinity for a public meeting to consider the cheap railway, and heartily endorses the suggestion as follows:—

"The Madoc *Mercury*, from which we gather the foregoing particulars as contained in an advertisement in its columns, testifies to the earnestness of the railway idea which has got possession of the people of North Hastings. They see what railways are doing for the country in the western peninsula, the new railroads in Bruce, Grey and Simcoe having already done much to raise the value of property and stimulate settlement; and the people of North Hastings naturally desire to draw upon themselves similar advantages.

"The preference is for a railway to Kingston; and if this proposal only meets with an adequate response from people in this city and in the townships through which such a railway could be made to pass, it ought not to be difficult to command assistance in giving to Kingston—what it so much requires—a railway to the commerce of its harbour.

"We are very glad to note such a proposal as emanating from a people desirous of public improvement, and hope that it will result in something beneficial to Kingston, Frontenac, Addington and Hastings. Kingston ought to send a delegation to the meeting to ascertain on the spot the sentiments that actuate the people of the County of Hastings, and to encourage the idea of railway communication with this city as much as possible."

## The Red River Road.

To the Editor of the Madoc Mercury.

MADOC, Sept. 21, 1869.

SIR,—I beg to draw attention to the following facts in regard to the opening up of the Red River route by the Ontario Crown Lands Department.

Last year it was pompously announced that "Mr Bridgeland had just returned from the head of Lake Superior, and that six miles of the above road had been completed" that season. Six miles! Well, I supposed innocently that after all the preliminary difficulties had been met, and the work well understood, that it would be followed up the next season, that is this year, with a better result, and that greater progress would be reported; but such does not seem to be the case, seeing that we are told that twelve miles are now only just completed.

The road is over five hundred miles from the head of Lake Superior to Red River, and twelve miles of it made in two years; thus, at this rate, it will take over 80 years to finish it; down to the third and fourth generation! The cost is about \$1,500 per mile, hence, after an expenditure of some \$750,000, extended over nearly a century, we are to have a road to the Red River territory. Surely no further comment is required; the public can draw their own conclusions as to the idea of progress that animates the Department.

It is of no use to aver that part of the route will be on navigable waters; the navigation will have to be adjusted to the requirements of travel, and will be found perhaps to take up the rest of the century, and a much larger outlay.

## SELKIRK.

From a "Return to an address of the House of Commons," asking for information "showing what progress has been made in opening up communication between Fort William and the Red River Settlement," received within the last few days from Ottawa, we find that Mr John A. Snow, Superintendent of the Fort Garry Section of the Red River Road, reported to the Hon. W. Macdougall, C. B., Minister of Public Works of the Dominion, and that the Department of Public Works supplied the funds so far expended, so that our correspondent appears to be in error in holding the Crown Lands Department of Ontario responsible for the slow progress hitherto made in opening up communication with the Red River country. We find further from this official return that Mr. Snow reports under date of May 4th, 1869, that the total number of miles then opened was twenty-eight, of which two and one-fourth had been felled.—Up to the 8th of March the entire length of line located was fifty-eight and three-fourth miles. The actual expenditure is stated at eleven thousand one hundred and fifteen dollars and forty-six cents.—The report also says that the main object of the expedition has been attained, that of furnishing to the industrious labourer, during a period of great scarcity, the opportunity of obtaining food for themselves and families during the winter months.

The *Intelligencer*, of Thursday, the 23rd ult., replies thus to the recent strictures of the *Chronicle* concerning the alleged unwillingness of the *Intelligencer* and the *Mercury* to give credit to Mr. Richards for opening up the back country:—

"We are not unwilling to give credit to whom credit is due, but did it never occur to our contemporary as very probable that all these favours which have been obtained from Mr. Richards have, as it were, been reluctantly forced from him by the persistent demands of our representatives. We grant that the roads which are being opened up on these Colonization Roads are of great advantage to the people, but instead of the credit of these expenditures being due to Mr. Richards, the fact is the local representative of the North Riding of Hastings, Dr. Boulter, has been mainly instrumental in procuring them.

"Look at the facts, and we have no doubt when the *Chronicle* is made familiar with them, it will accede to Dr. Boulter all the credit due to him for the efforts he has made in furthering the interest of the settlers in the back country. At the suggestion of, and the earnest solicitation of Dr. Boulter, the following works have been constructed by the Crown Lands Department.

"A bridge on the Hastings Road, east of Maywood, between the townships of McClure and Wicklow was rebuilt, and a road made round a very bad hill in Herschel. These works were commenced in the fall of 1868.

"During the spring of 1869, after repeated solicitations from Dr. Boulter, the Commissioner ordered the following works to be done:

"A bridge on the Petersen Road, east of Maywood, to be rebuilt, and a road to be made from the Mississippi Road in Mayo, North, to the Township of Carlow, a distance of about 5 miles.

"Early in the spring the townships north of the Miners' Road were placed in the Free Grant system, and after many repeated solicitations, in June Mr. John H. Tait, of L'Amherst, was appointed Crown Land Agent for locating under the Free Grant Act."

## THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information.

Will be Published every Saturday Morning, at Ten Cents a Copy, or One Dollar a Year, STRICTLY in advance.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

One line, first insertion	0 50
Each subsequent insertion	0 12 ½
One ten lines, first insertion	0 70
Each subsequent insertion	0 18
Above ten lines (per line) first insertion	0 07
Each subsequent insertion	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.



## THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, OCTOBER 2, 1869.

## The Railway Project.

It will have been noticed that the Requisition to the Warden to call a public meeting to consider the revived Railway question alludes to the "granting of subsidies by way of bonus" for the construction of the Railway "by the Municipalities interested therein." Now we have no doubt that this suggestion will be very vigorously opposed by some of the ratepayers in this Township—as well as in others through which the proposed railway may pass. The men who will call out the loudest against any taxation for such a purpose will be the very ones who would like to see their property enhanced in value—at the expense of other people, and without contributing one cent towards it themselves. Time was, when we ourselves were opposed to the idea of stock being taken in a Railway by the county; but that was in the days when Railways were built upon a very costly scale. The cheap, narrow-gauge and wooden railways have inaugurated a new era—and have brought improved methods of communication within the means and reach of communities too small and too poor to have dreamed of investing in the old-fashioned first-class lightning-express style of iron roads. And when we see the people of the newly-settled Muskoka Territory—a section of country, from all accounts, not a whit superior to our own rear townships—actually sending a delegation of their Reeves this very week to Toronto, to tell the people of that city what they are willing to contribute—by taxing themselves—to secure further aid towards building a Railroad, we feel pretty confident that with such an example before their eyes, the majority of the ratepayers will vote, when the question comes practically before them, in favour of pledging the credit of this Township for its full and fair share of the cost of constructing a cheap railway—to Kingston, or any other point which will come forward to meet them.

Madoc is at this time a wealthier township than many of those out-West, which have already voted the by-laws for giving large bonuses to the Toronto narrow-gauge railways. But though the population, collectively, are well off, there are but few men in this township who could, if they would, take a thousand dollars' worth of stock in a railway, although well aware, if farmers, that it would double the value of their land, or if merchants, that it would vastly improve their business. But we venture to say that there are such here, who, having seen what railways are doing for the western part of the Province, and who clearly perceive what new and not generally thought of industrial resources, otherwise out of the

question, it would open up—will, when the opportunity is fairly offered them, take a sufficient amount of stock to prove their faith in the need and the advantages of a railway.

In the prospectus of Foster's New System of Wooden Railway, it is stated:—

"The cost of this wooden permanent way suitable for a 25 ton engine, running 20 miles an hour, will be about one dollar per lineal yard, that is, for the rails on both sides, keys, sleepers and laying.

"In many situations, a narrow gauge line of 3 feet may be constructed with advantage, and would cost through a country presenting no great difficulties, and with no wide rivers to pass, about \$2,000 per mile, including all grading, fencing and culverts, with Rolling Stock, small stations, engine shed and repairing shop."

By referring to the extract on the first page, it will be seen that the Kingston *News* cordially responds to the idea of a railway to that city, and urges that a deputation should be sent to attend the forthcoming meeting in this village. Such a deputation, we can assure our contemporary, would be heartily welcomed here, and would receive from the Warden and other residents every attention, and all facilities for learning what traffic this section of country could be depended upon to contribute towards the support of a railway, if due notice is given of the time of their intended arrival. We would also suggest that it would be well for the deputation to come across country, and prospect the route a railway would have to follow.

*From the Intelligencer of Wednesday, Sept. 29.*

"The importance of a Railway from this point to the back country can scarcely be estimated. The question has been so often discussed, that it is hardly worth while to consider 'now whether such a road is desirable. That is conceded by every one.—The advantages of opening up the back country, rich as it is with minerals and lumber, are too apparent to require any special advocacy of the means to accomplish it. The great question is what practical step can be taken to build this Railway? There was a time when a Railway might have been constructed chiefly by Government aid, but unfortunately that golden opportunity was lost and whatever is done now must be accomplished through other means. What those means are, we presume will be discussed at the proposed meeting, and the question whether it will be desirable to build a wooden railway, we suppose will also be thoroughly ventilated. We observe that the Kingston *News* recommends the appointment of a delegation from that city to attend the meeting. We hope the delegation will be appointed. We want all the light and information which can be afforded by railway men, and if the railway is to be built, we will want all the assistance which the monied men of Kingston can furnish. We hope Belleville and every other part of the County will be well represented at the meeting, so that we can have the opinion of our leading men as to the best means to be taken for the construction of the railway.

"With regard to the Railway going to Kingston, *The Whig* is not so sanguine as the *News*. *The Whig* says:—'The distance from Madoc to Kingston is not a great deal more than from Madoc to Belleville, and the country is more level; but yet we see no hopes that such a project can be carried into execution. The people of Kingston have no interest in Madoc, and Railroads are not built except under some very strong influences.'

The reference by the *Intelligencer* to the "time when a Railway might have been constructed chiefly by Government aid," etc., no one will misunderstand. Whether that assertion be true or not is not now of material consequence. The people here are thoroughly tired of the old "railway controversy," and wish the new scheme kept clear of politics. If any attempt is made to rake up ill-feeling on this point, it will be attributed to a desire to prevent, by any means, a railway being built to Madoc. The people are convinced that without a railway this part of the country will not keep pace in prosperity with the rest of the Province. They would therefore like to see a railway in operation before the next election need be thought of; and want to go to the place which may show the most readiness to become the terminus at "the front," by contributing the

greatest amount of material aid to the accomplishment of the project.

**MADOC MINING DIVISION.**—We have to acknowledge the receipt of a couple of copies of "The General Mining Act of 1869," from A. A. Campbell, Esq., the Inspector of the new Mining Division, as he formerly was of the "Quinte Gold Mining Division." It may be as well; now this is again a Mining Division, to remind those who are now engaged in mining, or who have staked out claims, that under the Act they are required to take out a mining license, and to give notice in writing, within thirty days, to the Inspector, of the locality of their claims, and showing how and when the same were marked out, under penalty of the forfeiture of the claim, if they neglect to comply.

From present appearances, there is not much likelihood that the amount of mining going on will make the Inspector's duties very onerous, or require his frequent presence in the division, at any rate for some time to come. As Mr Campbell formerly showed every disposition to extend all the consideration in his power, as Inspector, to the miners, we have no doubt his re-appointment will prove satisfactory to those who still remain amongst us.

**TRA-MEETING.**—The first tea-meeting of the season in this neighbourhood was held on Tuesday afternoon in the W. M. Church, Best's Settlement, and was very well attended. The chair was taken by A. F. Wood, Esq., and addresses were delivered by the Rev. Messrs. Robinson, of Madoc, and Dingman, of Bridgewater, and E. D. O'Flynn, Esq. The receipts amounted to about \$85.

**REV. J. WILD'S LECTURE.**—It will be seen by referring to the advertisement, that the charge for admission to this lecture has been reduced to 15 cents.

**TRADE.**—In one respect, at least, Madoc is doing quite a lively business—no less than three sales by auction taking place to-day. For particulars of the last of the series, see the advertisement.

**TRA-LICENSING.**—We have received from Dr. Boulter, M.P.P., a copy of a "Return to an Address of the Legislative Assembly for a return of the number of Tavern Licences issued in each county, city, town, or incorporated village, in detail."—One licensed tavern-keeper having recently complained to us that while he had had to pay up the full amount of his license, some other parties in this township were allowed to sell whisky who had no license,—we turned to "Hastings Co." to see if this statement would be borne out by the "return." We discovered something, it is true: not, however, what we looked for—but merely that Madoc Township does not appear in the return at all! Who is to blame for the omission?

**THE BANNOCKBURN STABBING AFFRAY.**—At the Fall Assizes, in the case of "The Queen vs. Benjamin McCance," indicted for assault with intent upon Allan McLeod, J. B. Reed, Q. C., Counsel for the Crown, stated to the Court that in consequence of the inability of McLeod to attend the present court he could not go on with the trial, and would ask to have prisone admitted to bail, himself \$200 with two securities, \$100 each. Court granted order for bail. Recognition entered into and prisoner discharged. Witnesses also bound to appear at next court of Oyer and Terminer.

## ADVERTISEMENTS.

## LIST OF LETTERS

Remaining in Madoc Post Office, Oct. 1st, 1869.

Bacon, Robert	Hann, Wm
Burrows, Jno	Logie, Evart & Co.
Best, Mrs J	Innis, L. R
Burch, Robert	Kennedy, Angus
Counor, Jno	Kelly, Jno
Connell, Thos	Kehoe, Patrick
Cooper, Robert	Ketcheson, Hugh C
Cooper, Lewis (Reg'd)	Kelly, Mary Jane (Reg'd)
Dunham, David	Lennox, Isaac
Daws, Walker	McMahon, Michael
Eubury, David	O'Dougherty, J. G
Eagleston, Miss Hannah	Phillips, Jno
Fenigan, Michael	Richmond, M. S
Fenigan, Jno	Rogers, Thos
Hall, Thos B	Rausshaw, Wm
Hazard, Joe	Swales, B. (2)
Holmes, Richard	Wallman, James

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, Postmaster.

**AUCTION SALE!***In Madoc,*TO-DAY, OCTOBER 2nd, 1869,  
WILL BE SOLD BY AUCTION,Thirteen Pairs BLANKETS. Four STOVES.  
BEDS, BEDDING, CHAIRS, TABLES &c.  
Thirteen Hair PILLOWS.SCOTCH Cart and Harness, Saddles, Bridles,  
Three Buffalo Robes, Horse Blankets, and Stable  
Requirements, and a variety of other articles too  
numerous to mention in detail.

Also, if not previously disposed of,

A COMPLETE OUTFIT for a BLACKSMITH'S  
SHOP, consisting of Bellows, Anvil, Vice, Screw-  
Cutter, Hammers, Tongue, Horse-Shoeing Implements,  
&c. &c.4,000 feet Double Tape Fuse, Steel Drills, Pull and  
Gouging-Picks, and other Mining Tools.

SALE at ONE O'CLOCK P.M., sharp. Terms, Cash.

**RAILWAY REQUISITION!***To A. F. WOOD, Esq.,**Warden of the County of Hastings.*WE, the Undersigned, respectfully request you  
will call a PUBLIC MEETING of the Rate-  
payers of the County of Hastings, to take into con-  
sideration the building of a CHEAP RAILWAY  
from MADOC to KINGSTON, BELLEVILLE, or  
COBOURG.And also as to the granting of subsidies by way of  
bonus on behalf of the same by the Municipalities  
interested therein.

JAS DEANS,	E. D. O'FLYNN,
R. T. GRAY,	ANDREW WRIGHT,
E. BENTLIF,	JOHN DALE,
A. B. ROSS,	W. H. ATKINS,
S. D. ROSS,	W. H. HUGDINS,
E. MOUNCY,	W. A. HUNGERFORD,
R. H. BREAKELL,	JOHN ALLT,
B. C. SILLS,	C. MORSE,
A. E. MOON,	A. ROLIN,
W. H. HOUTON,	JOHN BLACK,
D. McDONALD,	J. FITZGERALD,
C. G. WILSON,	C. GREAM,
G. D. RAWE,	A. SMALLFIELD,
C. T. LANE,	J. B. LUNDAY,
A. FOSTER,	T. CROSS.

In compliance with the above Requisition, I hereby  
call a Public Meeting of the Inhabitants of the  
County of Hastings, at the TOWN-HALL, MADOC  
Village, for the 20th day of OCTOBER, 1869, at the  
hour of ONE O'CLOCK, P.M.

A. F. WOOD,  
Warden Co. Hastings.

Madoc, Sept. 24, 1869.

**LECTURE.**THE Rev. JOSEPH WILD, M.A., Professor of  
Hebrew, "Albert College," Belleville, will (D.V.)  
deliver a LECTURE,—subject,"WHAT WILL THE WORLD COME TO?"  
In the M.E. CHURCH, Madoc Village, on WED-  
NESDAY Evening, OCT. 6, Prox.

Doors open at Eight o'clock.

Tickets of Admission, 15c, obtainable at E. D.  
O'FLYNN'S, and at the door.**AUCTION SALE!**THE Undersigned will offer for Sale by Public  
Auction, at the Store of Mr. G. Brooks, in the  
Village of MADOC, on SATURDAY, Oct. 2nd, 1869,  
the whole of his**Household Furniture,**  
and FARM IMPLEMENTS, TWO WAGGONS,  
TWO HORSES and TWO COLTS, and One  
Set of DOUBLE HARNESS.

The Whole to be sold Without Reserve.

Sale to Commence at TEN o'CLOCK, A.M.

TERMS, CASH.

Z. LAVIGNE.

C. G. WILSON,  
CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

J. R. KETCHESON,  
Registrar of Births, Deaths, & Marriages,  
and Township Clerk,  
WILL be at the TOWN-HALL, MADOC, every SATUR-  
DAY, to attend to the business of the Township.

**LOOK OUT, FOR COLD WINTER  
IS COMING!**THE SUBSCRIBER, in Returning Thanks to the  
Public of this vicinity, for their Liberal Sup-  
port since he commenced business, would say that he  
is now prepared**To Full and Dress Cloth,**

delivered at his MILL in MADOC.

As he intends to do the work himself, he would  
also say to those favouring him with their custom,  
that it will be DONE WITH DESPATCH, and  
WARRANTED.CLOTH taken in at THOMAS EMO'S, Ivanhoe,  
and at LUKE'S Hotel.

C. T. LANE.

Madoc, Sept. 10, 1869.

**NOTICE**

IS hereby given, That a BY-LAW will be intro-  
duced in the COUNCIL of the Corporation of the  
Township of MADOC, at the next meeting thereof, to  
be held in the Town-Hall, Madoc, on the last MON-  
DAY in NOVEMBER next, for the purpose of open-  
ing and establishing a ROAD, thirty feet wide, com-  
mencing in front of William Caldwell's blacksmith-  
shop, in the village of Bannockburn, running in an easterly  
direction until it strikes the old road near  
McLeod's potash works, then on the old road tra-  
versed by lumbermen and others across the Sixth,  
Seventh and Eighth Concessions, until it strikes the  
concession line between the Eighth and Ninth con-  
cessions, a short distance above the south-east corner  
of Lot 26 in the Eighth Concession; then on the  
allowance of road between Lots 25 and 26 across the  
9th concession, out to Bond's School-house, as survey-  
ed by J. H. Dunn, Road Surveyor.

J. R. KETCHESON,  
Township Clerk.Office, Town-Hall, Madoc,  
Sept. 9th, 1869.**Grain Cradles  
AND  
Spinning Wheels**REPAIRED by the Subcriber.  
Residence, One Mile West of Madoc Village.  
ISAAC CANNIFF.**Farm for Sale.**LOT Number One in the Eleventh Concession of  
L MARMORA, containing Sixty-seven and a half  
(67 1/2) acres, about a dozen of which are cleared.  
With a Log House and Log Barn.Title perfect. For terms, apply to  
GEORGE GIBSON,  
Storrington, Sunbury P.O., near Kingston, Ont.,  
or at the MERCURY Office.—June 2, 1869.**MUSIC.****MISS ACKERMANN**RESPECTFULLY intimates to the Inhabitants of  
MADOC and its vicinity that she will continue  
to give  
INSTRUCTION in INSTRUMENTAL MUSIC.  
Miss A. feels confident, from several years' ex-  
perience in teaching, that she is able to impart a  
thorough practical acquaintance with the use both of  
the Piano and Organ.Young persons wishing to fit themselves for teach-  
ing will receive particular attention.TERMS.—Course of 24 Lessons (3 per week)... \$6  
Double Lessons, for parties at a distance, 50 cents.**For SALE.****A COMFORTABLE  
DWELLING-HOUSE and LOT,**  
In MADOC VILLAGE.For further particulars, inquire of the Proprietor,  
S. D. ROSS.

4th June, 1869.

**HARDWARE! HARDWARE!****JUST ARRIVED!****THE FALL STOCK****HARDWARE of All Descriptions!**

Also, the LARGEST ASSORTMENT of

**STOVES,**

ever brought into Madoc, consisting of

New Dominion, Royal Oak, Protection,  
Confederate, Small Ditto, Governor,  
Small Ditto, Housekeeper, King,  
Black Giant, Three Sizes, Fulton, Rambler,  
Prize Parlour, Cottage Ditto.**Oils, Paints, Coal Oil,****WINDOW GLASS, SASH,****LAMPS, &c.**TIN-WARE, STOVE-PIPES,  
DUMB STOVES, T-PIPES, ZINC,  
And a LONG LIST OF ARTICLES,  
Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

**FOR SCHOOL BOOKS, STATIONERY,  
AND CHILDREN'S BOOKS,**  
At Publishers' Prices. Call At**WILSON'S DRUG STORE,**  
DURHAM STREET, MADOC.**DR. ELMER**HAS RESUMED HIS PROFESSIONAL PRACTICE.  
Madoc, Oct. 10th, 1869.**MR. GREAM,**Solicitor and Attorney of the Chancery and Law Courts  
of England,) Conveyancer, Coroner, &c.**JOHN DALE,****MARRIAGE LICENSE AGENT,**  
MADOC.**MADOC MARKET PRICES.**

		FRIDAY, Oct. 1st, 1869.
WHEAT	.....	\$0 90
HARLEY	.....	0 70
RYE	.....	0 60
OATS	.....	0 30
PEAS	.....	0 10
BUTTER	.....	0 17
EGGS	.....	0 10
PORK	.....	0 90
HIDES	.....	0 25

Mr. F. Daws brought us a present on Saturday  
day last of some fine ripe Tomatoes, one of which  
weighed 1 lb. 64 oz.

The sultry weather last week wound up with a  
thunder-storm on Saturday afternoon, which was fol-  
lowed by a fall in the temperature, resulting in so  
sharp a frost on Monday night that ice formed in ex-  
posed situations. Warm again now; the forest trees  
still retaining their summer green dress.

A letter in the *Globe*, dated "Osprey, Sept. 27,"  
states that large fields of spring grain in that part of  
the County of Grey might be seen on that morning  
covered with snow to the depth of at least an inch.

Prince Arthur is being made the most of by the  
good people of the Western part of the Province,  
during his brief stay among them. He has had to  
receive and reply to plenty of loyal addresses, and  
formally opened the Hellmuth Colleges at London.  
He will be entertained, in company with the Governor-  
General, in grand style by the city of Toronto,  
on Saturday, Monday and Tuesday, with a torch-  
light procession, a ball, a *déjeuner*, and a review  
of the Volunteers. Between times, he will proceed to  
Weston to turn the first sod of the Toronto, Grey  
and Bruce railway. He has also made a flying trip  
across the border as far as Buffalo, where he "inter-  
viewed" Mr. W. E. President Fillmore.

## MISCELLANEOUS NEWS.

\$200,000 profit, it is claimed, will be made by the lessee, for bill-sticking purposes, of that New York "post-office fence," of which so much has been said.

Governor Musgrave has started on a tour of observation in the interior of British Columbia.

A New Haven man has just invented a machine which will cut 100,000 slate pencils a day.

A doctor in Waterford, Ireland, quarrelled with his wife about the name of their unborn child, and, after killing her, shot himself.

It is understood that Mr. McDougall will not delay his departure to Red River much longer, as it is desired to cross the plains before the first snow.

Reports from the Saskatchewan report the Buffaloes to be numerous in the neighbourhood of the Eagle Hills. Flying reports state, how truly is not known, that miners are taking out gold at the rate of an ounce and a half per day on Arthabasca river.

The London *Saturday Review* is of opinion that Americans "speak a language resembling English, and with an emphasis and intonation never heard before."

The *International*, of London, mentions that the most probable candidate for the Spanish throne is Prince Augustus, brother to the King of Portugal, who is engaged to marry a daughter of the Duke de Montpensier.

Two Scotch gentlemen are at present on the Rhine, accoutred in the red kilt and plaid, having made a heavy wager that they will travel all over Europe in that dress, and not speak any other language but the Gaelic.

Numerous Swiss young men have been nominally engaged by an agent from Egypt to form a special police at Cairo, but on arrival out there they have discovered that the real design is to form a strong European guard for the Viceroy.

Kentucky has an easily worked quarry. Spontaneous blasts take place where no holes have been drilled and no powder used. The detonation is very loud, and the rocks are rent in a remarkable manner. So violent are these occurrences that workmen cannot be induced to work in the rock, which is a species of marble.

The *Army and Navy Gazette* states that an alteration is said to be in contemplation as regards the dress of the Rifle Brigade and other rifle regiments—namely, a bearskin busby with upright green plume, in lieu of the light shako and small ball, and an embroidered sash either round the waist or over the shoulder.

Four vessels have very recently left New York laden with firearms, and a fifth is upon the point of starting. Their cargoes consist of one hundred and twenty-five thousand Springfield rifles, which have been purchased from the United States Government, for account of the Porte, by his Excellency Blaquier, the Ottoman Minister at Washington.

Prince Arthur seems to have danced with an unusual number of maidens in proportion to single ladies at the ball in London. This would tend to show that he is a young gentleman of mature tastes. If we remember rightly, his august brother leaned rather to the other preference, choosing the budding flower rather than the full blown rose. *Chacun a son gout.*—*Globe.*

Another Cattle Disease has broken out in England. It has assumed the form of the foot and mouth disease, and has already done much damage amongst the cows which supply London with milk. The disease has also appeared in Yorkshire, and is spreading to a considerable extent. Every precaution is taken by the authorities to prevent contagion; but there seems to be want of energy amongst the farmers, some of whom think it only a distemper.

Writing on Sept. 5th, the Paris correspondent of the London *Daily News* says:—"When Prince Napoleon quoted the celebrated saying, 'You may do anything with bayonets except sit upon them,' a Conservative Senator, General de la Rue, muttered from his place, 'Ab! but you can make other people sit upon them; and that is enough.' In less figurative language the same General, when on his legs and expressing his profound mistrust of constitutional reforms, spoke out more of the coming time when it might be necessary to *passer la parole à l'armée*.

The new wrought iron bridge intended for the span over the canal at Burlington Heights, has arrived at Hamilton. It is a strap bridge, built in Cleveland,

and is 122 feet in length. It will be stationary, and put at an elevation of 45 feet from the water.

A new confidence game has just been exposed in Paris by the police, which proves the rascality of the operators and the credulity of the public. Two men, one an ex-priest and the other a commercial man, organized an association for the purpose of selling masses. In other words, they advertised that, for a consideration, they would have masses said by provincial and other priests. When the police took possession of their premises, they found evidence that these skilful gentlemen had made engagements for the performing of something like 70,000 masses, all of which had been paid for, and not one of which had been said. Both of the operators were sentenced to pay heavy fines and to be imprisoned.

It has frequently been asserted of late, especially in connection with the strikes of certain trades, that the continental manufacturers are running English products hard in their own markets. The latest instance we have encountered is recorded by the *Manchester Guardian*, and we commend it to the notice of the many thousands engaged in the British iron trade:—Recently some iron girders, rolled and riveted, were required in the construction of a mansion between Leeds and Bradford and a number of English and Belgian iron-founders were requested to supply tenders, according to specification, as to the price at which they would furnish the girders required. The highest tender was from a Bradford iron-founder, and was £120; and the lowest which included the delivery of the girders on the site, was from a Belgian iron-founder and was £88. The latter was accepted.

ST. MAURICE LUMBER TRADE.—The St. Maurice lumbermen are preparing for their winter's operations, and have already several shanties at work. The making of square timber has been entirely abandoned on this river, and the attention of the lumbermen devoted to getting out saw-logs which are cut up for the British, United States and South American markets. In a few days we will publish some details of this trade, which is becoming of increasing importance and magnitude, and which should be fostered and encouraged by the Government in every legitimate manner.—*Quebec Chronicle*.

INLAND REVENUE—STAMPING MANUFACTURED TOBACCO.—The Inland Revenue Act requires every package of manufactured tobacco to be stamped under pain of seizure and confiscation. The Government have issued stamps for all packages, even those of a £ and ½ lb., and instructed their officers to stamp all packages; it is expected this new arrangement will prevent contraband, and keep out of the market unexcised tobacco.

THRESHING EXTRAORDINARY.—Last Saturday week Mr. Robt. Hunter, assisted by Mr. Wm. Frazer, threshed 870 bushels of barley in eight hours, with one of Messrs. Haggart Bros.' Machines. This is the "biggest thing" in the way of threshing we have heard of this season. The threshing took place on the farm of Mr. James Jackson, lot 16, 5th concession east, Chinguacousy.—*Brampton Times*.

POTATOES.—Mr. James Porter, of Sandhill, has grown this year, from three Early Rose potatoes, one bushel and ten pounds. Who can beat this?—*Ib.*

A RELIC.—The *Acadian Recorder* says—"At a concert given in Woodstock in honour of the visit of Prince Arthur, we are told the chair placed in the centre, and upon which the Prince was seated, is an ancient looking, gilded, large old arm chair, and was one time the property of his Royal Highness's grandfather, the Duke of Kent, and was bought at auction in Halifax when the furniture, &c., of his Royal Highness the Duke was sold on his departure from these Provinces many years ago, and is now the property of the Hon. Charles Perley. The Prince was informed of the fact and viewed the relic with great interest."

OTTAWA, Sept. 27.—Hon. Mr. Macdougall will leave Ottawa to-morrow morning en route for Fort Garry.

Capt. Cameron, Mr. McTavish, and Mr. Morrison are named as members of the Council for Red River. Mr. Alex Begg, of the Inland Revenue department, has been appointed to the Northwest to organize the inland revenue and customs departments of the territory.

CROPS DAMAGED IN ILLINOIS.—Chicago, Sept. 26.—Farmers from different sections claim that fully one-half of the grain crop not threshed and housed at the time of the recent storm is ruined. Oliver Dalrymple, the largest wheat-grower in the State, estimates the loss on his crop at 80,000 bushels. Good judges say the damage to wheat alone by the late great storm throughout the State cannot be less than 6,000 bushels, while two-thirds of the hay crop is worthless.

Notice is given that application will be made at the next session of Parliament for a charter for a railway from Pembina or vicinity, via Fort Garry, to a point on Lake Winnipeg or on the Saskatchewan River, near the confluence of the river with Lake Winnipeg, with power to improve the navigation of the Saskatchewan. This is in addition to two other notices for charters of the Dominion Pacific and the Canadian Pacific railways.

## VARIETIES.

Why does lightning turn milk and beer sour? Because the electric fluid does not know how to conduct itself.

A Yankee doctor has recently got up a remedy for hard times. It consists of ten hours' labour well worked in.

A Missouri girl brought a recreant lover to terms in Omaha the other day by one shot from a revolver, and the remark that she had five more left.

Mr. Henpeck was asked the other night if he was going to take home any magazine. He said he had one there and she was continually blowing up.

There is a man out west whose memory is so short that it only reaches to his knees; consequently he always forgets to pay for his boots.

Everything has its poetical aspect in Tennessee. A country editor says: Here at Squan, where apple jack is the common beverage, red noses are called apple blooms.

A French peasant woman recently appeared before a tribunal to complain of the ill usage she received of her husband—"What pretext had he for beating you?" inquired the president. "Please sir, he didn't have no pretext; it was a stick."

A child on being shown the picture of "Daniel in the Lion's Den," was affected to tears. "Don't grieve, pet," said the mother, "he was not devoured." "I'm not crying for that," was the reply; "but do you see that little lion in the corner, mamma? Well, I am afraid he won't get any, for Daniel is so small he won't go around."

At Plymouth there is, or was a small green opposite the Government House, over which no one was permitted to pass. Not a creature was allowed to approach, save the general's cow; and the sentries had particular orders to turn away any one who ventured to cross the forbidden turf. One day, said Lady D—, having called at the general's, in order to make a short out, bent her steps across the lawn, when she was arrested by the sentry calling out, and desiring her to return and go the other road. She remonstrated; the man said he could not disobey his orders, which were to prevent any one crossing that piece of ground. "But," said Lady D—, with a stately air, "do you know who I am?"—"I don't know who you are, ma'am," replied the immovable sentry; "but I know who you baint—you baint the general's cow."

A SUREWD ANSWER.—Lady (at Sunday School): "And what do you understand by 'The Poms and Vanities of this wicked world'?" The Head of the Class: "The flowers in your bonnet, teacher!"

MEDICAL ADVICE.—"Sir," said a hypochondriacal patient, while describing his symptoms to Abersethy, "I feel a terrible pain in my side when I put my hand up to my head."—"Then, sir," exclaimed the mild physician, "why the deuce do you put your hand to your head?"

WILD OARS.—A crop that is generally sown between eighteen and twenty-five. The Harvest set in about ten years after, and is commonly found to consist of a broken constitution, two weak legs, a bad cough, and a large trunk filled with small phials and patent medicines. We can hardly say that the yield pays for the time and labour expended in the culti-

vation.

HOW TO QUIET HIM.—At the late meeting of Presbytery in America, when the subject of Scripture was under discussion, Brother Watson, said, early in his ministry, he and another brother were conducting a meeting in which there was much religious interest. An old man gave expression to his joy by shouting, and continued it until it began to interrupt the services. Brother Hall said to Brother Watson, "Go, stop that old man's noise." He went to him and spoke a few words, and the shouting man at once became quiet. Brother Hall asked Brother Watson, "What did you say to the old man that quieted him so promptly?" Brother Watson replied, "I asked him for a dollar for foreign missions."

# THE MADOC MERCURY AND NORTH HASTINGS MINING NEWS.

No. 354.

MADOC, (HASTINGS CO., ONT.,) SATURDAY, OCTOBER 9, 1869.

PRICE TWO CENTS.

## The Railway Project.

From the *Kingston News* of October 1st.

A correspondent at Madoc (whom we may mention occupies an influential position in that community) writes a very important letter with reference to the railway project; now agitating the people of North Hastings. We showed yesterday that the proposed railway would offer Kingston certain advantages by no means despisable, but which, on the contrary, would be of the greatest value to the trade and prosperity of the port could we only secure them; and our correspondent brightens the prospect still more by showing that the railway could be advantageously extended so as to connect with other lines in the counties of Peterboro and Victoria.

A railway of such a character would make Kingston a second Toronto, placing this city in a similar relative position as the commercial centre of a large and productive tract of country. The amount of grain, lumber and heavy produce, that could be shipped, would be immense; our harbour would present a busier appearance; there would be more local trade; and Kingston might hope to regain the position she once held as a distributing point for imported goods. This is no fancy picture or merely speculative proposal. The counterpart of it is witnessed as a fact in the case of Hamilton and Toronto; and the example is one so striking that it is rousing the spirit of enterprise over the whole country. The question is, Shall Kingston make an effort to secure the advantages which the railway system is conferring upon other towns? These advantages Kingston may secure for itself by the liberal promotion of a line of railway opening up townships in our own county of Frontenac, and extending the line so as to command the assistance of other municipalities.

Our Madoc correspondent asserts that the people of Hastings are thoroughly in earnest, and there can be no question of that statement. The county of Hastings, we doubt not, would vote a liberal grant of money as a bonus to the road; and the townships through which it would pass would do their part in contributing to the monetary success of the project. The County of Frontenac could likewise be induced to grant a bonus. Some of the back townships in the county have expressed their willingness through their leading men to pledge themselves to an amount equal to the value of the real estate in the township, well knowing that the value of landed property, in a distant township, would soon be more than doubled by being placed in possession of railway communication. Kingston capitalists would find it to their interest to forward the movement, and the city in its corporate capacity would be expected to take a liberal view of the enterprise. It is undoubtedly within the compass of the different municipalities along the line of road to give inducements that would make the enterprise attractive to capitalists and ensure the realization of a good line of railroad.

Seeing that Kingston has vital interests at stake in a promotion of enterprises that would contribute to the utilization of her magnificent harbour, we think that it will be worth while to inquire carefully into the merits of the scheme that is now proposed to connect us by railway with a neighbouring county. I will recommend that delegates, representing the capitalists or the municipal authority—and preferably both—should be sent to the railway meeting at Madoc on the 20th October next. The expense, should it be borne by the corporation, would trifling, and it might be the means of founding a solid work of the utmost value to the city.

TO THE EDITOR OF THE DAILY NEWS.

In your issue of the 27th of September I notice an article referring to the public meeting called at Madoc for the purpose of considering the building of a railway from Madoc to Kingston, Belleville or Peterboro. Allow me to call the attention of your readers, and particularly those interested in the welfare and prosperity of Kingston, to a few facts. The people of this section are in earnest in this matter. They see the city of Toronto through the capitalists take the interest of the municipalities

east and west, building two lines of railway that will develop extensive districts, adding to the material wealth of the municipalities through which they pass, and insuring the rapid growth of the city; and they ask the question, why can we not have a railway?

2nd. If these railroads to Toronto are so important to the interests of that city, why would not a railway to Kingston be of equal importance?

3rd. The impression in this section is strongly in favour of Kingston, for the following reasons:—The terminus would be at the foot of lake navigation and the head of river navigation. The produce of this section goes either to Montreal or Oswego. Kingston is a desirable point at which to ship. The road would pass through a section equally interested as ourselves in having the road built. We are tired of the inactivity of leading Belleville men who profess to have the necessary influence to secure a road.

4th. The "Foster woogen railway" offers facilities for a road within the reach of Canadian capitalists \$3,000 per mile, including rolling stock and moderate sized sheds, is the estimated cost. He is now building a railway near Quebec at an expense within the amount above stated.

5th. If Kingston sees in this scheme an opportunity to add to the prosperity of the city, why not act at once? Why not give notice for application for a charter for a railway to run from Kingston to Madoc, with the privilege of extending to Peterboro via Morrisburg. In fact you could have the western terminus Lindsay. Now is the time to take the preliminary steps. Belleville may act also, but if they show no more activity than heretofore the only effect will be to stimulate others more energetically.

AN OLD RESIDENT OF MADOC.

Madoc, Sept. 29, 1869.

To the Editor of the *Madoc Mercury*.

Six.—If the axiom be true that there is never an effort without a cause, or, that a change implies an adequate cause, then there must be a cause for the present season being the dullest known in the memory of business men here. Even during the crises of '52, and still later of '57 and '8, there was not such a stagnation of business at a corresponding time of the year, as at present. And the question naturally arises, What is the real cause? Surely not because of short crops, for it is a generally admitted fact that taking the crops together, in no previous year has there been so large a yield in this township, both produce and dairy. One farmer said to me the other day, "that he was heartily sick of seeing a scythe or other harvest implement," and another "that when he returned at night, he was not troubled exactly with Joseph's dream, but that he could see in his mental vision, looming up before him, sheaves and barley stocks." Is it because there is no market for grain? Nay, this cannot be the cause, as there is not only a cash market for all kinds of grain, but prices are remarkably good, taking into account the large quantity in the country: 80c. can now be had for barley, and with the exception of last year, was always considered a paying price even when there was not more than one half the quantity. Wheat is now \$1.00 and Rye 70c. per bushel, and Butter is 17c. per lb. All these are paying prices, but yet, comparatively speaking, nothing is moving to market.

The season is, say, four weeks later than last year, and doubtless this is the cause in part of so little business doing, but we opine the principal reason is, that farmers hitherto having received such large prices for their produce, when the yield was far less, and particularly barley, they seem indifferent about selling; and as the merchants and others to whom they are indebted are not actually crowding them, they prefer to wait, and see whether a cent or more cannot be obtained.

It is quite natural for persons having produce or goods to sell, to get the most they can for them, and

as a rule we do not blame them; but at the same time we are forced to the conclusion that many of the farmers are a little inconsiderate, not seeming to realize that the merchants have liabilities that must be met; and we do think that after having served their customers for one year, and some two, without demanding pay, with goods bought at net cash, four months, and the longest time six months, that when the harvest is gathered and prices at least usually good, that they should make a little effort and relieve the merchant from his embarrassment.

Little do the farmers think how much anxiety and how many sleepless nights the merchant and trader experience over bills maturing. It was only the other day that two merchants were on the *qui vive* looking after funds to meet bills maturing, and it being the "last day of grace," they were moving on the double quick, when unfortunately they collided, when one said to the other, "I beg your pardon; I like to have knocked you into the middle of next week," when the other replied, "It were fortunate for me that you had done so, as I would then have been on the other side of that bank note."

It has been calculated as nearly as possible that there are 7,000,000 bushels of barley in the country, about 3,000,000 of which will be required for the American market, and 2,000,000 of bushels for home consumption, leaving 2,000,000 of bushels without a market this season; and it is the opinion of the best business men, that the season will close leaving a large quantity of barley in the country that might have been sold for a fair price. We shall see.

MERCHANT.

1st of Oct., 1869.

## News from Europe.

By Atlantic Cable.

LONDON, Sept. 30.—The Right Honorable Edward Cardwell, Secretary of State for War, delivered a speech to his constituents at Oxford last evening on the policy of the government towards Canada. He said the general policy of governing the colonies from home was a total failure. There had consequently been substituted for it a policy to encourage them to develop their own power and resources and stimulate them to a spirit of self reliance. He showed how successful this policy had been in the case of Canada, and briefly reviewed the progress recently made by that colony. She already had an army of her own and such a merchant navy that if her own people chose to adopt the act passed for the purpose she might become one of the first maritime powers of the world. This, the speaker said, was the true policy to pursue. If we benefited Canada we benefited ourselves also. By this policy our colonies had become sources of strength and honor—and when the time came and England called for the support of her colonies, there would be a Confederation such as the world never saw under a single Sovereign.

PARIS, Sept. 30.—Later despatches from Bordeaux state that only 15 vessels were burnt there at the recent fire—all French. The fire was caused by an explosion of petroleum.

It is estimated that the loss will reach 10,000,000. The hippodrome in this city was totally destroyed by fire last night. Loss heavy.

MADRID, Oct. 1.—A commission of fifteen deputies to the Cortes has been charged with the duty of reporting on the various candidates for the throne of Spain.

Oct. 3.—The Liberals generally oppose the election of the Duke of Genos to the throne of Spain. Telegraphic communication between Madrid and the southern provinces is interrupted. It is believed a republican insurrection is in progress.

PALMA, Oct. 4.—All reports which have been received here of the progress of republicans in Spain are confirmed. The town of Pico, nine miles from Tarragona, has declared for liberty. It is said that ex-King Ferdinand, of Portugal, has by this time accepted the Spanish crown, but if this combination does not succeed within eight days Spain will be a republic.

## MADOC MERCURY

NORTH HASTINGS MINING NEWS.

By Journal of Local and General Information.

Published every Saturday Morning, at Two and a Copy, or One Dollar a Year, STRICTLY in Advance.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

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All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.



## THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, OCTOBER 9, 1869.

## The Railway.

A very encouraging degree of interest is being taken in the proposed Railway from Madoc to some place at "the front." Not only in the village, but throughout the Township, the subject is fairly under discussion; and we hear that the people of the adjoining township of Elzevir are favourable to the idea, and that the residents of Queensborough and the surrounding country are thinking of holding a public meeting to see what steps they can take to aid the project. So far as our own experience goes, as well as that of other persons who have spoken to us on the point, the sentiment of this section is entirely and unanimously in favour of the Road going to Kingston in preference to any other point. Belleville, for some reason or other, does not secure many suffrages; for, if we are correctly informed, the railway communication idea has also taken pretty firm hold of the residents of the townships of Huntingdon and Rawdon, and of the village of Stirling, who would be willing to come forward with assistance to a line running from Madoc to Trenton.

As the road from Madoc to Kingston would almost necessarily traverse the entire length of the township of Hungerford, diagonally, it is expected that quite as much, if not more aid in the way of bonuses may be reckoned upon there, as Madoc may agree to give. It will be seen, by an advertisement in another column, that a preliminary meeting of the ratepayers of this Township has been called for Saturday afternoon, at the Town-Hall, to take this matter of granting a bonus into consideration; so that when the general meeting is held on the 20th instant, the promoters of this movement will be in a position to make a definite proposition to other parties, and to show what the ratepayers are ready to do, before calling upon others to join them in providing the ways and means of building the road. We believe it will be found that our leading farmers and property-holders will advocate the granting of a bonus, and that it will be shown that even with this addition to the liabilities of the Township, the rate of taxation will in future years be less than it is this, when it happens to be exceptionally high.

We learn, also, from the Warden, that (on the occasion of Prince Arthur's temporary stay at Belleville on Wednesday) he met certain leading men from Kingston, and that on introducing the subject of the Railroad, he found them thoroughly alive to the importance of the road having its eastern terminus in that city. They are consequently prepared to unite heartily with us in carrying the project into effect,

and say there will not be the slightest difficulty in obtaining a bonus of \$50,000 from the city of Kingston alone.

With this assistance, in addition to our own contributions, and what may reasonably now be expected from other townships on the route, we feel no doubt whatever that a large part of the necessary funds for the construction of the road may be easily secured: enough at any rate to induce capitalists to invest in stock.

It will be seen, however, from the notice for application for a charter, that a grant of public lands in aid of the road will also be asked for. This may be fairly requested from the Provincial Government on the ground that the proposed road would be the nearest way for emigrants to reach the four Free Grant townships in Peterborough County (one of which is separated from the northwest corner of Madoc only by the distance across the township of Lake,) as well as the Free Grant tract in Hastings County, of which Mr. J. R. Tait has recently been appointed Agent. And there is also another consideration why some Government assistance may be looked for; as such a road as that projected might be made of considerable value for the defense of the Province, forming a direct military road from the fortifications of Kingston through the centre of the Province, and connecting by other lines either with Toronto or Lake Huron. If it is needed to keep up a militia force at all, its working efficiency would be doubled by such a road. This, however, would be a matter for the consideration of the Dominion Government; and as Mr. Bowell, M.P. for North Hastings (who, we are glad to say, has returned safe from his trip to Europe) has signified to the Warden his willingness to forward the wishes of his constituents, whatever route may be selected, this point, we hope, will not escape his attention.

We understand and have much pleasure to be able to announce that the Hon. B. Flint regards the scheme favourably, as essential to the prosperity of the country, and that he is prepared to support it with his influence.

The *Chronicle*, in its allusion to this railway business, tells us, substantially, that we must help ourselves. We trust we have said enough to convince our contemporaries that we did not need this advice, and that we have already set about doing so in good earnest, even if we do ask for a little Government aid in addition.

SIR FRANCIS HINCKS continues to be the best-abused man in Canada. Most of the papers which have objected to his entering the Dominion Government as Finance Minister, consistently stick to their original position: but the *Kingston Whig* has set the example, as a "supporter of the Government," of enduring what it cannot cure, by accepting the situation, and promising to say no more about it: and will be followed in good season by others. Some few of the newspapers, however, are showing that Sir Francis is a man of great ability, and are enumerating the services he has rendered the country, in securing the passage of certain advantageous measures. —For ourselves, we cannot see why, of all Canadian politicians, Sir Francis Hincks is the only one whose past alleged political or party offences must not be overlooked. To say that his absence from Canada has unfitted him for comprehending the wants and feelings of the country is simply nonsense. A man who is capable of conducting the Finance Department at all, would not require years to post himself in all needful particulars.

PRINCE ARTHUR has by this time finished his tour through Ontario, and we should think must be heartily rejoiced to have done with public dinners, balls, and receptions, and the listening and replying to loyal addresses.—On Wednesday he stopped for a short time at the Belleville station, where the Governor-General and the Prince were duly "addressed"

by the Mayor, and enthusiastically cheered by a large crowd of spectators.—This visit was marred by the only accident that has occurred in connection with these loyal manifestations. Mr. Arthur Wensley, an employee on the railroad, having been severely injured by the bursting of a gun, while firing a royal salute.

After reaching Kingston, the Prince was to continue his route by way of the river St. Lawrence.

LECTURE.—A lecture on the subject of "What will the World come to?" was delivered by the Rev. J. Wild, Professor of Hebrew, Albert College, Belleville, in the M. E. Church, Madoc, on Wednesday evening.—For about an hour and half, the reverend gentleman, with a rapidity of utterance that would have utterly defied the efforts of the most practised shorthand writer to follow successfully, poured forth a stream of original ideas—beginning with demolishing the opinion of geologists that the earth was originally a red-hot molten mass, which has cooled on the outside and is still on fire within, and explaining his own theory that it was in the first place a mass of water, on the surface of which vegetable matter formed, decayed, sank to the bottom and gradually formed the land—supporting his views by appropriate quotations from Scripture. Following out his ideas, he accounted for the formation of volcanoes and the occurrence of earthquakes: and his assertion that South America for some time to come will be the principal scene of these phenomena is curiously enough confirmed by the telegraphic accounts in Thursday's papers of another earthquake in Peru, and the fears of the inhabitants as to the destruction of the coast line. The lecturer does not think that the world will come to an end till the land has gained to such an extent on the sea that the latter will have disappeared entirely: nor until all the world—thus enlarged—is filled with inhabitants; until people again live to be six hundred years old; nor while "Dutch is spoken" and Ministers and churches are needed. He also expressed his belief that in this new earth there will be only one language—the English—for commercial purposes, and Hebrew for devotional.—The lecture, of which we have thus briefly sketched only a few of the leading points, was as entertaining as it was instructive, and on its conclusion, Mr. Wild was loudly applauded.—The proceeds of the lecture, and subsequent contributions of members of the M. E. Church among the audience, will be devoted to paying off the debt still due on the College.

NEW YORK, Oct 6.—A terrible earthquake occurred in Peru on the 24th of August. The inhabitants of Callao and other places along the Pacific coast are fleeing into the interior and all available products are being removed in anticipation of the fulfillment of Prof. Falb's prophecy that the whole coast would be sunk between the 24th of September and the 5th of October.

A Lima letter states that on Aug. 21<sup>st</sup> and 24<sup>th</sup> there were tremendous shocks of earthquake in the lower provinces. On the latter day they were the heaviest. Walls and houses tumbled and at Oquique and Arica a tidal wave carried away many boats and other property. The inhabitants fled and are living in tents. All the goods are in the custom-houses were transferred to Tacana to escape any recurring wave. Piquia and other places also suffered. There have been earthquakes all through August in the whole southern portion of the country. Lima and Callao have not suffered as yet, but many people are leaving both places. Business is seriously impeded.

MR. ISAAC CANNIFF has again remembered that printers are generally men of sound judgement and excellent taste, and has submitted to our criticism some specimens of his success as a fruit-culturist, in the shape of rosy-streaked apples and large, plump-purple grapes. They looked so nice, that we put them out of sight as soon as possible.

NOT AT ALL A "SMALL POTATO."—Mr. Simon Wiggins, of Elzevir, has sent to this office a sample of the potatoes they can raise in that township. It measures 8 inches in length, 10 in circumference, and weighs 1lb. 9 $\frac{1}{2}$  oz.

## WANTED!

20,000 RAILROAD TIES, and

4,000 CORDS CEDAR BOLTS.

Delivered on the shores of Hog Lake or the River Moira.

W. A. HUNTERFORD & CO.  
Madoc, Oct. 8, 1869.

## ADVERTISEMENTS.

## Kingston &amp; Madoc Railway.

NOTICE is hereby given, That an application will be made to the Legislative Assembly of the Province of Ontario, at the next session thereof, for a Charter to incorporate a Company to Build a RAIL-ROAD from KINGSTON to MADOC, with power to extend the same beyond the last-named place Westward; and also for a Grant of Public Lands to aid in the construction thereof.

STEPHEN REED.

Madoc, Oct. 6th, 1869.

## THE RAILWAY!

## A Preliminary Meeting

OF the RATEPAYERS of the Township of MADOC, to consider the Building of a Cheap Rail-road to KINGSTON, and for the purpose of Drafting Resolutions to give a Bonus thereto, and to take Stock therein, to determine the amount, &c., will be held in the TOWN-HALL, Madoc,

This Day, Saturday, October 9th, 1869,  
at TWO O'CLOCK, P.M.

FARMERS are particularly requested to attend.

J. H. DUNN.

## RAILWAY REQUISITION!

To A. F. WOOD, Esq.,

Warden of the County of Hastings.

WE, the Undersigned, respectfully request you will call a PUBLIC MEETING of the Ratepayers of the County of Hastings, to take into consideration the building of a CHEAP RAILWAY from MADOC to KINGSTON, BELLEVILLE, or COBOURG.

And also as to the granting of subsidies by way of bonus on behalf of the same by the Municipalities interested therein.

JAS DEANS, E. D. O'FLYNN,  
R. T. GRAY, ANDREW WRIGHT,  
E. BENTLIF, JOHN DALE,  
A. B. ROSS, W. H. ATKINS,  
S. D. ROSS, W. H. HUGDINS,  
E. MOUNCY, W. A. HUNGERFORD,  
R. H. BREAKELL, JOHN ALLT,  
B. C. SILLS, C. MORSE,  
A. E. MOON, A. ROLIN,  
W. H. HOUSTON, JOHN BEACK,  
D. McDONALD, J. FITZGERALD,  
C. G. WILSON, C. GREAM,  
G. D. RAWE, A. SMALLFIELD,  
C. T. LANE, J. B. LUNDAY,  
A. FOSTER, T. CROSS.

In compliance with the above Requisition, I hereby call a Public Meeting of the Inhabitants of the County of Hastings, at the TOWN-HALL, MADOC Village, for the 20th day of OCTOBER, 1869, at the hour of ONE o'Clock, P.M.

A. F. WOOD,  
Warden Co. Hastings.

Madoc, Sept. 24, 1869.

## AUCTION SALE!

In Madoc,

TO-DAY, OCTOBER 9th, 1869,  
WILL BE SOLD BY AUCTION.

Thirteen Pair BLANKETS, Four STOVES,  
BEDS, BEDDING, CHAIRS, TABLES, &c.  
Thirteen Hair PILLOWS.  
SCOTCH Cart and Harness, Saddles, Bridles,  
Three Buffalo Robes, Horse Blankets, and Stable  
Requisites, and a variety of other articles too  
numerous to mention in detail.

Also, if not previously disposed of,  
A COMPLETE OUTFIT for a BLACKSMITH'S  
SHOP, consisting of Bellows, Anvil, Vice, Screw-  
Cutter, Hammers, Tonge, Horse-Shoeing Implements,  
&c., &c.

4,000 feet Double Tape Fuse, Steel Drills, Pull and  
Gouging Picks, and other Mining Tools.

SALE at ONE o'Clock, P.M., sharp. Terms, Cash.

J. R. KETCHESON,  
Registrar of Births, Deaths, & Marriages,  
and Township Clerk.  
WILL be at the TOWN-HALL, MADOC, every SATUR-  
DAY, to attend to the business of the Township.

LOOK OUT, FOR COLD WINTER  
IS COMING!

THE SUBSCRIBER, in Returning Thanks to the  
Public of this vicinity, for their Liberal Sup-  
port since he commenced business, would say that he  
is now prepared

## To Full and Dress Cloth,

delivered at his MILL in MADOC.

As he intends to do the work himself, he would  
also say to those favouring him with their custom,  
that it will be DONE WITH DESPATCH, and  
WARRANTED.

CLOTH taken in at THOMAS EMO'S, Ivanhoe,  
and at LUKE'S Hotel.

C. T. LANE.

Madoc, Sept. 10, 1869.

## NOTICE

IS hereby given, That a BY-LAW will be intro-  
duced in the COUNCIL of the Corporation of the  
Township of MADOC, at the next meeting thereof, to  
be held in the Town-Hall, Madoc, on the last MON-  
DAY in NOVEMBER next, for the purpose of open-  
ing and establishing a ROAD, thirty feet wide, com-  
mencing in front of William Caldwell's blacksmith-  
shop, in the village of Bannockburn, running in an  
easterly direction until it strikes the old road near  
McLeod's potash works, then on the old road tra-  
velled by lumbermen and others across the Sixth,  
Seventh and Eighth Concessions, until it strikes the  
concession line between the Eighth and Ninth con-  
cessions, a short distance above the south-east corner  
of Lot 26 in the Eighth Concession; then on the  
allowance of road between Lots 25 and 26 across the  
9th concession, out to Bond's School-house, as sur-  
veyed by J. H. Dunn, Road Surveyor.

J. R. KETCHESON,  
Township-Clerk.Office, Town-Hall, Madoc,  
Sept. 9th, 1869.

## Grain Cradles

AND

## Spinning Wheels

REPAIRED by the Subscriber.  
Residence, One Mile West of Madoc Village.  
ISAAC CANNIFF.

## Farm for Sale.

LOT Number One in the Eleventh Concession of  
MARMORA, containing Sixty-seven and a half  
(67 1/2) acres, about a dozen of which are cleared.  
With a Log House and Log Barn.

Title perfect. For terms, apply to  
GEORGE GIBSON,  
Storrington, Sunbury P. O., near Kingston, Ont.,  
or at the MERCURY Office.—June 2, 1869.

## MUSIC.

## MISS ACKERMANN

RESPECTFULLY intimates to the Inhabitants of  
MADOC and its vicinity that she will continue  
to give

## INSTRUCTION in INSTRUMENTAL MUSIC.

Miss A. feels confident, from several years' ex-  
perience in teaching, that she is able to impart a  
thorough practical acquaintance with the use both of  
the Piano and Organ.

Young persons wishing to fit themselves for teach-  
ing will receive particular attention.

Terms.—Course of 24 Lessons (\$8 per week). \$6  
Double Lessons, for parties at a distance, 50 cents.

## For SALE.

A COMFORTABLE  
DWELLING-HOUSE and LOT,

In MADOC VILLAGE.

For further particulars, inquire of the Proprietor,  
S. D. ROSS.

4th June, 1869.

## LIST OF LETTERS

Remaining in Madoc Post Office, Oct. 1st, 1869.

Bacon, Robert  
Burrows, Jno  
Best, Mrs J  
Burd, Robert  
Connor, Jno  
Connel, Thos  
Cooper, Robert  
Cooper, Lewis (Reg'd)  
Dunham, David  
Daws, Walker  
Embury, David  
Eagleson, Miss Hannah  
Fenigan, Michael  
Fenigan, Jno  
Hall, Thos B  
Hazard, Jos  
Holmes, Richard

Hamm, Wm  
Inglis, Ewart & Co.  
Innis, L. R.  
Kennedy, Angus  
Kelly, Jno  
Kehoe, Patrick  
Ketcheson, Hugh C  
Kelly, Mary Jane (Reg'd)  
Lennox, Isaac  
McMahon, Michael  
O'Dougherty, J. G  
Phillips, Jno  
Richmond, M. S  
Rogers, Thos  
Ramshaw, Wm  
Swales, B (2)  
Wallman, James

Please ask for Advertised Letters when calling for the  
above.

E. D. O'FLYNN, Postmaster.

## HARDWARE! HARDWARE!

## JUST ARRIVED!

## THE FALL STOCK

or

## HARDWARE of All Descriptions!

Also, the LARGEST ASSORTMENT of

## STOVES,

ever brought into Madoc, consisting of

New Dominion, Royal Oak, Protectionist,  
Confederate, Small Ditto, Governor,  
Small Ditto, Housekeeper, King,  
Northern Farmer, Northern Farmer,  
Black Giant, Three Sizes, Fulton, Rambler,  
Prize Parlour, Cottage Ditto.

## Oils, Paints, Coal Oil,

## WINDOW GLASS, SASH,

## LAMPS, &amp;c.

TIN-WARE, STOVE-PIPES,  
DUMB STOVES, T-PIPES, ETC.And a LONG LIST OF ARTICLES,  
Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

FOR SCHOOL BOOKS, STATIONERY,  
AND CHILDREN'S BOOKS,  
At Publishers' Prices, Call AtWILSON'S DRUG STORE,  
DURHAM STREET, MADOC.

## DR. ELMER

Has RESUMED HIS PROFESSIONAL PRACTICE.  
Madoc, Oct. 10th, 1869.

## MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts  
of England.)

Conveyancer, Coroner, &amp;c.

C. G. WILSON,  
CHEMIST AND DRUGGIST.  
DURHAM STREET, MADOC.JOHN DALE,  
MARRIAGE LICENSE AGENT,  
MADOC.

## MADOC MARKET PRICES.

	FRIDAY, Oct. 5th, 1869.
WHEAT	\$0.90
BARLEY	0.70
EYE	0.60
OATS	0.30
PIES	0.50
BUTTER	0.17
EGGS	0.10
PORK	0.50
HIDES	0.25

## MISCELLANEOUS NEWS.

There are rumours that the King of Prussia has shown symptoms of insanity.

It is said to be certain that Mr A. N. Richards, of Brockville, will become Attorney-General in the Red River Government.

A despatch has been received from the Colonial Secretary, stating that the reserved bill respecting the Governor-General's salary has received Her Majesty's assent.

Ex-President Pierot has been very ill for some weeks past, and his physician pronounces him very low. The disease assumes a dropical form. His recovery is extremely doubtful.

A private letter states that Mr Coldwell, with the printing material for the Red River Pioneer, had safely arrived at St. Paul, where he was waiting for the brigade of carts to take it through to the settlement.

The Committee of the Cobourg Town Council appointed for that purpose, says the *Sentinel*, have made arrangements for the delivery of a quantity of firewood to the poor people of the town at a reduced rate.

The motto adopted by the authorities of University College for the reception of the Prince is appropriate. It is a quotation from Horace, which freely translated reads, "Welcome, Prince of a lucky House," and was originally applied to Drusus, who was brought up in the family of Augustus.

Mr F. S. Kirkpatrick, of Montreal, has secured the privilege of advertising on the back of all the envelopes used by the Montreal Telegraph Company. The idea is a novel and a good one. Advertisements in such places must be read, and necessarily come into the hands of the class which it is most desirable to reach.

An English contemporary is informed on the authority of a clergyman, that some of his parishioners decline to pray for the Queen any more because she gave assent to the Irish Church Bill; but one of them has adopted a severer mode of marking his sense of Her Majesty's conduct; wherever he now has occasion to use a postage stamp he places the Queen's head upside down.

Some excitement has been created at Columbus, Miss., by the appearance there of four immense insects, supposed to be Egyptian locusts. They were three times as large as the common locusts, with large black eyes, legs of great strength, feathered like a Shanghai chicken, tails similarly adorned, and a hard shell covering.

An Englishman who has invented a new life saving apparatus wished to be dropped in the middle channel between England and France, and to be left to his own resources. The *Pall Mall Gazette* remarks:—"Considering the trouble these inventions invariably give, how seldom they turn out to be of any practical use, it might be as well to make an example for once, and let this gentleman have his own way."

Our enemies among the Burmese are circulating an old witch's prophecy throughout their capital that this year is to be the last of the English sway in Burmah. Under these circumstances the King has convened his astrologers to cast the horoscope of events for the next twelve months, which is the more complimentary on his part, as not one of the predictions of their last year's budget has been fulfilled.

A considerable portion of the ruins of the famous castle of Kenilworth having shown signs of falling, Earl Clarendon, the owner, is now repairing and strengthening the great hall, Leicester's buildings, and parts of the external walls on either side. His lordship is also restoring some of the doorways, windows, and fireplaces. In the course of the repairs excavations have been made, and underground apartments, cells and passages revealed which have been lost for centuries. The great hall, 90 feet by 45 feet, still retains several of the fine gothic windows, and some of the towers yet rise 75 feet high.

Mr J. A. N. Provencher, editor-in-chief of *La Minerve*, has, we notice, been appointed a member of the Council for the Government of the North-West, under Mr Macdougall, and so does not accept the Immigration Commissionership to Belgium, which had been offered him. Mr Provencher is an able, clear and logical writer, a deep thinker, and a close student of political economy. The study of the North-West has been a matter of peculiar interest to him, so that by his appointment the Government not only rewards a faithful and able adherent, but gains a man of great practical use—things which do not always

reconcile themselves in the conferring of political patronage.—*Montreal Star*.

Crime in Scotland is decreasing. For the past six months only five cases have come before the courts north of the Grampians—including the whole range of northern counties from Morayshire to the Shetland Islands. The Scottish newspapers are very joyful over this state of things.

An excellent suggestion is made by an English druggist in relation to the dispensing of poisonous substances. He proposes that, in addition to the word "poison," the labels should have printed on their margins the appropriate antidotes for each class of poisons. A bottle containing a mineral acid, for instance, would have on its label: "Poison!—If taken by accident give (mixed with water) chalk, or soap, or whiting, or ceiling-scrapings."

QUEBEC AND GOSFORD RAILWAY.—We learn with pleasure that the Ladies of the Ursulines and Hotel Dieu have very generously conceded to the Company, at a free gift, 67 arpents of land in St. Sauveur, for a terminus, which grant was accepted by the company yesterday. The work is progressing under the energy of the contractor, and seven miles are now ready for the track. The bridge across the Jacques Cartier River, in two spans of 120 feet each, is also in course of construction.—*Quebec Chronicle*.

LINX KILLED IN THE CITADEL.—Another of these animals was discovered yesterday afternoon in the ditch close to the place where a company of the 69th Regiment was under canvas. It made its way through the chain gate into the barracks square, where it was eventually killed by an artillerist. It was a full grown animal, in a very lean condition.—*ib.*

QUEBEC, Oct. 4.—The President and Directors of the Gosford Railway, and the Press representatives, paid a visit to the works on the road on Saturday at the invitation of the contractor, who afterwards entertained the party at an *al fresco* luncheon. The works are progressing satisfactorily, but great difficulty is being encountered in some sections in purchasing right of way, owing to the ignorance and stupidity of certain inhabitants, who, like the British philosopher in Parliament, object to railways on the ground that the whistle of the iron horse would frighten the cattle.

"LOYALTY" MAKING ROYALTY PAY.—We are afraid, says the London *Prototype*, when certain matters become known in relation to the Prince's visit, that outsiders will set us down as a set of vultures, or even worse. The fact that five dollars an hour was charged by cab-drivers here during the exhibition is a small matter compared with the account furnished for boarding and lodging the Prince and suite under the roof of the Royal guest for the term of about two days and a half. The whole thing is outrageous, and we cannot wonder at the action of the Board in reducing it to figure less than half the amount—one thousand dollars—which was considered more than ample sufficient to liquidate all expenses. In fact, many aver that five hundred dollars would have done the thing handsomely. This, we think, is nearer the mark, judging from the charges made by Mr Derby, of the Tecumseh, for accommodating the Governor-General and lady, the Lieutenant-Governor and lady, Sir John A. Macdonald, and the Governor's attaches, which did not exceed the latter sum-named. We opine that on the next occasion of a prince's visit, that greater caution will be manifested as to where the guest is to be lodged, and who shall be his caterer. We think the authorities more immediately interested will, by this time, have learned a lesson that they will profit by.

We have examined the account sent in by Mr Glackmeyer, and feel perfectly disgusted at some of the charges. Imagine an item of \$120 for dry goods; \$40 for beer; \$150 for horse hire; \$100 for the use of the carriage in which the Prince rode, with \$150 additional in another item, and this, after representations were made to the Board that the Prince's carriage and horses would be furnished free; then there is likewise a claim of some \$800 for omissions, use of house, &c., with other outrageous charges of a like nature "too numerous to mention." Is it any wonder that the Board kicked? The bill as it stands is worthy of being preserved for future reference, or as a memento of the visit of Prince Arthur to London. As a proof of the exorbitant charges we may state that Mr Glackmeyer consented to accept \$1,000 in settlement, but ultimately refused the offer for some reason. Should the bill be taken before a court of law some astounding revelations may be looked for. The residence was selected for the Prince at the owner's

own request, and on the understanding that honour would compel him to make a mere nominal charge for its use, the fact of the Prince occupying it being, in his estimation, almost sufficient to repay him for any temporary inconvenience he might be pleased at, and that he would leave it altogether with the Board to name what they considered a proper remuneration. How different then and now.

Ald. Glackmeyer intends bringing his little bill of \$1,000 a day into a law court.

## VARIETIES.

When is a man's motive like his mother?—When it's apparent.

As a man drinks he generally grows reckless: in his case, the more draws the fewer scruples.

The latest name for matrimony is "committing twicelife."

The science of velocipede riding is mostly comprised in a few words: You straddle, paddle, and then skedaddle.

If all the world's a stage, and men and women merely players, where are the audience and orchestra to come from?

A country paper advertises for sale a pew which "commands a view of nearly the whole congregation."

Mythology tells us that Io died because of her intense love for Jupiter; but the charm of the romantic story has long since been destroyed by a chemist discovering iodide of potassium.

"Alas!" said a moralizing bachelor, within earshot of a witty young lady of the company, "this world is at best but a gloomy prison!"—"Yes," sighed the merciless minx, "especially to the poor creatures doomed to solitary confinement!"

A Scotchman having to ride a half-starved, broken-winded horse a long distance, repeatedly paused during the journey at road-side inns, where, after refreshing himself with a gill of whiskey, he would complimentarily remark to the wretched animal, "Awel, fren', now we've refreshed our twa pair bodies, let's e'en jog on."

Two Irishmen, on a sultry night, immediately after their arrival in India, took refuge underneath the bed-clothes from a skirmishing party of mosquitoes. At last, one of them, gasping from heat, ventured to peep beyond the bulwarks, and by chance espied a fire-fly which had strayed into the room. Arousing his companion with a punch, he said, "Fergus, Fergus, it's no use. Ye might as well, come out! Here's one of the crayters sarchin' for us wid a lantern."

An Aberdeen commercial traveller called on a tradesman in Inverness. On making his purchase the tradesman requested his shopboy to convey the traveller's luggage to the station. Highlanders are said to have an eye to business in all their transactions, and the shopboy gave proof that he was not behind his countrymen either in shrewdness or sagacity. He inquired, "Is he an Aberdeen or a Glasgow traveller?" His master demanded to know why he asked. The boy's reply was characteristic—"If he is an Aberdeen man, he'll nee gie but threepence; but gie he be a Glasgow man, he never offers me less than a shilling."

THE TALKING FISH ECLIPSED.—A travelling showman announces that he will be in a town in the West of England in a few days, when he will exhibit, among other curious and interesting objects, a speaking trumpet, a walking stick, a pair of dancing-pumps, and several shooting boots.

THE FARMER AND THE BAROMETER.—A story is told of a farmer who, having bought his first barometer, was more puzzled than instructed by its movements. When the sky was overcast and the rain falling in torrents the index-hand pointed to "set fair." Losing all patience, he took the instrument into the open air, and exclaimed, "Now, will you not believe your own eyes?"

BROOKING THE NIGGER.—While a boy of fourteen was fishing for trout in a deep brook, a stout darky commenced teasing the lad by throwing mud at him. The boy, although little, was smart, and, swinging the butt of his fishing-rod round, "Office found himself in deep water, struggling in which our friend left him, and ran home. His dirty appearance attracted the attention of his mother, who was highly indignant to think that her son had been so treated by a black boy, and demanded, "Did you brook the outrage?"—"No, mother," he replied; "but I brooked the nigger."

# THE MADOC MERCURY

## AND NORTH HASTINGS MINING NEWS.

355.

MADOC, (HASTINGS CO., ONT.), SATURDAY, OCTOBER 16, 1869.

PRICE TWO CENTS.

### The Railway Project.

#### onus of Ten Thousand Dollars

*recommended by a Public Meeting of Ratepayers.*

preliminary meeting of the ratepayers of the Township of Madoc was held in the Townhall, on the 10th of Saturday, the 9th instant, for the purpose of considering whether a bonus should be given to the Municipality in aid of the projected railway in place at the front. —The chair was occupied by Mr. Wood, the Reeve; and Mr. Green was re-

commended to act as Secretary.

Chairman, after alluding to a smaller number present than was expected, probably on account of the auction sale being held in the village at the time, proceeded to say that the object of the meeting was simply preliminary, so as to arrive at a definite sum to be paid by the ratepayers of the bonus.

It was mentioned to the meeting on the 20th.

A few persons, in talking over the railway days ago, thought that it would be as well to incite the agitation again; and as the old one died out, there must be an entirely new scheme.

At the same time a prospectus was placed

in the hands about a new system of wooden railway, cheaper than the iron roads. The result was

that a requisition was presented to him to call a public meeting to consider the subject; in compliance

with which he had named the 20th inst., to give those

plenty of time. The requisition sets forth

the proposed road should go either to Kingston,

or Belleville. There seems to be a decided

preference for Kingston. There were two causes for

that, the feeling that it would be better for the

people of this section to go there; 2nd, that Belleville had not acted in a way that would induce us to

take the road there. Advertisements were issued

around, and also put in the MERCURY; the

being a prompt response from Kingston. The

News seconds the matter strongly, and the

Trade of that city have appointed a depu-

ty to attend the meeting here on the 20th instant,

as it was stated that the Corporation was also

to send a deputation. He met Dr. Dickson

and Gildersleeve, and found them much interested

in the great importance of the rail-

way to Kingston, and they assured him we might

desire active aid from that city in its favour.

asked what amount would be expected, and he

replied about \$50,000. Mr. Gildersleeve said there

was no doubt that amount could be obtained, but he

was not satisfied as to the feasibility of a wooden

road; as some previously tried had not turned out

well.

In reply, he (Mr. Wood) said that it

was a new system of wooden railway we propose to

which was asserted to be equal to an iron road

in ordinary rate of speed; while the cost was re-

ported to be \$25,000 to \$30,000 per mile. This made

the building of a railroad now a very different matter

what it would have been formerly; it would be

impossible for this municipality to take any

towards a road costing \$750,000, while it might

well contribute towards one costing \$200,000 —

which he assumed would cover the cost \$150,000, for

miles, the distance to Kingston, leaving \$50,000

for purchasing right of way, and other contingencies.

question is, Will it pay to build a road? We

were to ask the people of Madoc to give a bonus

of \$10,000. Then Hungerford would probably give

another \$10,000; and Sheffield and Camden each a

sum — making altogether \$40,000. Elzevir, Mr.

says, will give \$5,000; and other townships

near Kingston might be calculated upon for a

sum to reduce the cost of the road, that the stock

will be valuable and it would be a good investment

question the ratepayers would ask is, Is it going

to pay us to give this bonus of \$10,000? No one

can advocate this railway unless he thought he

should be benefited by it. He felt great responsi-

bility about it, having been for eighteen years con-

cerned with the township and all its improvements,

which he treated had resulted in benefit to it. Now

the time to make themselves a connection with

front townships, by which they could turn much

for which there was at present little demand

here into market. But while he urged the people to strike while the iron was hot, it was also well to remember the advice "to look before you leap." He did not intend to assume the responsibility of asserting that this matter was going to turn out all he hoped it would be, but he thought it could be placed so as to convince the ratepayer it would be to his advantage to vote the bonus. Suppose the township agreed to pay this amount. The interest and sinking fund to pay it off in twenty years would take \$800 a year; which would be met by a rate of one quarter of a cent on the dollar, at the present assessment.

But with a railway, in ten years property would be doubled in value; and besides, the number of houses and buildings would be doubled and would pay their share; and those coming after us, who would derive the principal benefit, would have to pay for it. He had asked Mr. Tumelty how much it would cost him to take his grain to Belleville this season, and he said \$56, at the rate of \$2.50 a day. What farmer would go teaming at that rate? Yet Mr. Tumelty would pay this year, if taxed for a railway, under \$5. Again, how much longer are the coarse grains likely to be sold to the lumbermen. He had asked Mr. Commins, as thoroughly acquainted with the subject, and in his opinion, four or five years will exhaust all the pine lands south of the height of land. What is the value of your hard wood? It does not pay to make potash. With a railroad, instead of 6s. 3d. or 7s. 6d., you would \$3 a cord. Then there is the demand for railroad ties. It is the same with everything else the farmer has to supply. Every man in the village can supply himself with vegetables; with a railway you can take them to the city. So with eggs, and every other article. He had not said a word about what has always been the great question in the railroad discussion—the iron. Look at the immense quantities of iron ore undeveloped. Mr. Seymour and his partner, when working the foundry, found that it did not pay to move the iron over ordinary roads. Then there is the soapstone in Elzevir, which even now can be carried out profitably on wheels.—Mr. Wood went on to show that when business men are prospering, they can invest in schemes for benefiting the township, and therefore thought the people were deeply interested in taking an active part in furthering this road; and he warned them that if they let the present opportunity slip they would kill the whole thing, as it would be impossible then to get up another agitation. If, from what they heard at that meeting, after examining the matter, they came to the conclusion that the railway would be to their interest, then they must try and make their neighbours feel the same interest. He was fully satisfied that when the by-law came to be voted, seven-eighths of the ratepayers would vote for it. But if they voted against it, they need not expect Kingston to do anything. If it depended on the Township Council, that body would at once vote the \$10,000; but the matter was left in the hands of the ratepayers, to say whether they were really in earnest. If people from Kingston come here and show they are really in earnest, there is nothing to prevent the road, which would not stop here, but would move westward. Then Marmora would invest in it, as well as Peterboro, which has to bring all its goods from Montreal. We should draw every man here who was within the same distance as from Belleville. All these advantages are beyond doubt, and if you don't take up the matter, it will be your own fault.—There was a strong feeling to ignore Belleville, but he would not advise anything of the sort. He had named Kingston, and were bound to stick to them first; but it might be possible that Belleville would come forward with such liberal offers that we might accept them. But we want to make sure that they would keep their word. We wanted no politics in this question; and for himself he would say to those with whom he had acted, that if they introduced politics into the railway matter again, he would cut them. (Applause.) He had spoken more lengthily than he had intended, but could not have said less. He concluded by saying that he hoped it would not be very long before the farmers would have a market for grain at hand.

It was then suggested that if there were any ratepayers present opposed to taxation for railway purposes, it would be as well for them to state their ob-

jections, that they might be considered before any resolutions were introduced.—There was no response to an invitation to this effect from the chair, but

Mr. JAMES O'HARA, Senior, inquired if he had understood the Chairman to say that one-quarter of a cent on the dollar would pay both principle and interest on a loan for a bonus of \$10,000, in twenty years.—The Chairman replied affirmatively, when Mr. O'Hara said he thought it would be advisable to give a bonus to that amount.

The Chairman alluded to the fact that the gravel roads had greatly benefited this County, and for that we had raised \$300,000.—enough for a railroad and a half. But some persons could not believe that the proposed road could be built so cheaply. He knew nothing particularly on that point; but he found that Toronto capitalists were building a narrow gauge iron road, 7½ miles long, for \$15,000 a mile; and towards the cost—\$1,125,000—they ask a bonus from the various municipalities interested of only \$300,000; and we ask, as our share of the estimated cost of a cheaper road, only \$10,000.

Mr. G. D. RAWE, in offering the following resolution, supported it by briefly referring to the various branches of industry in wooden ware a railway would cause to spring up, and to the value of the iron ore of this section for steamers, &c.:-

"Resolved, That it is desirable that the Township of Madoc should be connected with the front by a railway, and that the Municipality do give a bonus of \$10,000 for that purpose."

Mr. J. R. KERCHESON seconded the resolution with much pleasure. He was very glad to learn a few days ago that a project for a railroad to Madoc had been commenced. Something of the sort had been talked of for years; but he had not anticipated that we should ever see a railroad to Kingston advocated. A road to Kingston was far more desirable to him as a farmer than one to Belleville. He used to take his produce, butter, &c., to Kingston, and always got a high price for it. It was different at Belleville; there they take every advantage of the farmer they can; but at Kingston you get your cash, and no grumbling. Kingston was the best market between Toronto and Montreal. The next thing to consider was, that let us raise a large crop of grain, it now costs an immense sum of money to get it to market. We have got to feed our horses there, and then let them rest to recruit; extra feed when they get back, to fit them for their work on the farm. We have to put in extra time and loss of sleep to get the grain to market, and when we get there, don't know whether we shall sell it or not. But with a railroad at our door, we could inquire prices first. There is no encouragement for a farmer here at present. He would not say he would not vote to go to Belleville, but he would vote twice to go to Kingston. That was of far more benefit to farmers. Kingston was right at the port, but not Belleville, where you had to go up, or down, the bay. Better take the grain at once to Kingston, its destination, than drag it to Belleville. He would willingly pay a double tax to have a railroad to Kingston.

Mr. W. H. TUMELTY said, Belleville had sold us often enough on this railroad business. When he first heard of this movement, he thought another election must be on hand; but when he found that was not the case, he was quite ready to support the scheme. Belleville never had been a market to compare with Kingston. With a railroad to Kingston, there would not be a day without Americans on the street buying up cattle, and butchers from Kingston.

Mr. SPRYER HEND said, all the electioneering in the case had been for his own pocket. A railway would double the value of his property. If he had stopped out west, where he was 20 years ago, he would now have been much better off, for there were railways in all directions, increasing the value of property and causing businesses to spring up in every place near which they pass. He had lately been over to Michigan, and in a town there, he found that the owner of a corner lot asked £1 a foot for it. When he (Mr. H.) lived there, he could have bought that quarter acre for £50. The improvements effected by a railway on property there would have made him worth \$100 for every £5 he had now. He thought a railway

(Continued on fourth page.)

## THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

Weekly Journal of Local and General Information,

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year, STRICTLY in advance.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

First insertion	50
Each subsequent insertion	12 1/2
Six to ten lines, first insertion	70
Each subsequent insertion	18
Above ten lines (per line) first insertion	07
Each subsequent insertion, per line	02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.



## THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, OCTOBER 16, 1869.

## The Railway.

The Railway question occupies the attention of the community so exclusively at present, that we devote most of our space to the subject this week, as of more interest to our local readers than any amount of general news. The majority of the people of this Township are, we think, decidedly in favour of a Railway, even if it involves taxation for a bonus in aid of it: but there are some of the raters who would rather that things should remain as they are than consent to contribute one cent to promote the enterprise. Instead of writing anything on the point ourselves, we invite attention to the following timely communication:

To the Editor of the Madoc Mercury.

SIR.—I was most happy to see you at your post at the Town-Hall on Saturday last, taking an active part in organizing and laying the foundation for future action in obtaining a Railway to Madoc. For much of our success in so doing, we, the Farmers, must depend upon ourselves. We must come out of our shells, and show those who are heartily working for us, that we understand the matter thoroughly, and that we are one and all determined to back up those who will find us a cheap road to the front for our produce. There may be some breakers among us; I think but few; and those few croak, because they do not understand the subject. Now, Mr. Editor, with your assistance, and I hope with the assistance of the many intelligent farmers of Madoc, we shall be able to show them, that in giving a bonus of \$10,000, may \$20,000, and even double that amount, we of all classes are the gainers, the real, the true gainers.

With a tax of one quarter of a cent on the dollar, in sixteen years we can pay a bonus of \$10,000. Now, how will this affect us in our taxes? Here is a scale of the burdens! the dreadful burthen!—

For \$50 assessment we shall pay extra 12 1/2 cents.

\$100	"	25
\$200	"	50
\$300	"	75

Why, Mr. Editor, this is really nothing; there is not an old lady in the country who could not pay the tax for the bonus out of the increased value of her

Let us Farmers bear this in mind,—all our saleable produce must before long go to the front for sale. Whether the demand be for home consumption or for exportation, it must go to the front. That being the case, it is of vital importance to us, it shall get there with as little cost as possible. The difference in cost by rail, may be estimated as 10 to 2 or 3 in favour of

taking grain to market by the Farmers' teams, and by rail:—

00 bushels wheat by wagon to Belleville would cost \$10.00 by rail to Belleville or Kingston not more than \$2.00 or \$3.00 and that, too, with cash down at the station in Madoc our grain.

I do not wish, Mr. Editor, to make a long story, but I will ask any man of common sense to answer me these questions—

1st. If a railroad be built to Madoc, will it increase the value of the land?

2nd. How much per cent?

3rd. With a railroad, are we not at once put upon a par with the Farmers near Belleville or Kingston?

4th. Will it not have the effect of reducing merchandise in every branch to a perfect equality with it in the cities and towns in front?

5th. Will not the minerals of this section be made profitably workable with a railroad to Madoc?

6th. Are they not valueless to us for want of one?

I could go on with questions, but I refrain.

In the meantime, let me hope the Farmers will be at their post at the meeting on the 20th instant. Let there be no staying at home,—let them come out in their moral strength and intelligence, and prove to all they are men who not only know their true interests, but how to protect and promote their development.

Yours truly,  
ONE OF THE SOD.

The Kingston News of Tuesday says:—"The City Council has supplemented the action of the Board of Trade in deciding to send delegates to the railway meeting at Madoc on the 20th instant. The delegates appointed to attend on behalf of the Board of Trade are Mr. Henry Cunningham, the President, and Mr. Joseph Bawden, who was instrumental in obtaining the passage of the charter of the proposed railway from Kingston to Knowlton Lake. The delegates to be sent by the city are the Mayor, Mr. Alderman A. Livingston, and Mr. Alderman Gildersleeve, all members of the Finance Committee. These five gentlemen will form a strong delegation; and their selection shows the earnestness of the public feeling of Kingston in regard to favouring a project that will put the city in improved communication with the rear townships. The greatest possible interest is being taken by the people in the prospect of obtaining this railway; and we are in strong hopes that the voice of the meeting on the 20th will carry the influence of North Hastings in favour of a terminus at Kingston.

From the report of the discussion in the Council, we gather that the deputation will not come prepared with the offer of any definite sum that may be demanded upon from Kingston; but that they are decidedly favourable to giving hearty assistance to any feasible project. We shall be much surprised, if, after the meeting of Wednesday next, Kingston allows itself to be outbid by Belleville, for the terminus of the road.

The Intelligencer of Wednesday has the following:—

BELLEVILLE BOARD OF TRADE.—The regular meeting of the Board was held at the Secretary's Office last evening, and was more numerously attended than at any meeting held in the last eighteen months, in consequence of the question of a Railway to Madoc being under consideration. Thos. Kelso, Esq., in the Chair.

"After the usual routine business of the Board was disposed of; the matter of the Madoc Railway came up for discussion, and the building of the same at as early a day as possible was warmly advocated by Messrs. Geo. Vair, Geo. Ritchie, W. Sutherland, Jas. Robertson, Geo. D. Dickson and J. P. Thomas. It was believed by the meeting that at least \$100,000 could be easily obtained, by Corporation and other subscription, in Belleville, to aid in the construction of the road.

"After considerable discussion, on motion made and seconded, the following gentlemen were appointed a delegation from the Board to attend the meeting to be held at Madoc, on Wednesday next, the 20th inst., viz.:—Messrs. E. W. Holton, Thomas Kelso, Geo. Ritchie, Geo. Vair, J. C. Holden, William Sutherland, and James Robertson, and to represent at said meeting the views of this Board of Trade, and to urge the immediate building of the road."

While congratulating Belleville, as on another page, on taking a sensible view of the situation, at last, we would direct the attention of the above-named gentlemen to the report of the meeting on Saturday. They must come prepared to prove that their bid of \$100,000 is made in good faith, and will be honourably carried out, if they hope to secure the co-operation of the farmers of this township; who, as the

speakers on Saturday said, have been "sold" too often already on this railway business by Belleville.

All that the Chronicle can find to say on the subject is this, in small type:—

We understand a meeting of the inhabitants of the Town will be called for Monday next, to take into consideration the arrangement of delegates to the Railroad meeting at Madoc. We would like to ask what authority the delegation will have to make a grant? How much the County will give? Or how much the Town? The people of Belleville or the County, willing to allow Madoc to use Kingston and Cobourg as rubbing posts for Belleville. Let those who have the master in hand show they are in earnest by coming "down with the dust." Who bids first?

Our contemporary does not appear to be in sympathy with the Board of Trade. It may also just as well understand that our leading farmers do not intend to "allow" themselves to be HEAVILY TAXED any longer, in the shape of lower prices for their produce in Belleville, than in any other market. They can save considerable after aiding to build a Railroad to Kingston.

## North Hastings Agricultural Show.

The Annual Show of the North Hastings Agricultural Society was held at Garner's Hotel, Huntingdon, on the Belleville Road, on Tuesday, the 12th instant. As it commenced to rain heavily soon after we left Madoc, we expected to find the ground in a miserably muddy condition by the time of arrival at the scene of the Fair, but it fortunately turned out to be only a passing shower, causing no real discomfort or inconvenience to the large crowd assembled.

In many respects, the Show was the best the Society has yet had. The total number of entries was 1,020, which indicates a growing interest in the annual exhibition, and an increasing disposition on the part of members to compete. In domestic manufactures, dairy, farming and garden produce, and roots and field crops, the display was, generally, highly creditable both in quantity and quality. Having been unexpectedly called upon to officiate as one of the judges in one class, we missed the chance of inspecting the grain when the bags were opened, but were assured by those who had an opportunity of examining, that the samples exhibited were excellent. We should have been glad to be able to say as much of the live stock on the ground; but judging from most of the animals we saw, we are afraid that in cattle, horses and sheep, North Hastings is deteriorating rather than improving; and are not at all surprised that the President should have so strongly recommended the expenditure of a part of the funds of the Society in the purchase of some superior breeding stock, for the benefit of the members. The cattle exhibited by Mr. Archibald were the only ones we heard spoken of as worthy of special notice; and Mr. Kilpatrick, of Huntingdon had, a remarkably fine, shapely colt, sired by Mr. Vermilyea's "Irish Pot," which though only four months old, was quite as large as ordinary colts of a year old. Mr. Kirk's buggy horse took a prize. In sheep, the Cotswool and Leicester Rams exhibited by Mr. Walker Unwin, of Madoc, were about all that were worth looking at. In fruits, the display was large, varied and fine; and a sample of crushed maple sugar would have carried off the prize anywhere.

In agricultural implements proper, there was no large show. In democrat wagons, the lightest and far most tastefully finished, in our judgment, was that which bore the name, as maker, of Mr. W. Bristol, of Madoc, but it did not obtain the first prize, the judges awarding that, not to strength combined with lightness, but to solidity and "heft."

Outside the Show, the chief attraction was one of Wheeler & Wilson's silent motion sewing machines, on which Mr. Vansell was operating and showing its capabilities. The machine works very rapidly and with hardly any noise, and some spectators were sceptical at first about any machine being able to do such beautiful work.

As for the place of exhibition—the experiment of this year must have satisfied all that there was no sufficient accommodation for the numbers gathered together on the occasion; and when people come ten or twenty miles, as they did from Madoc, they want at least water for their horses, and a fair chance of refreshment for "man and beast," without crashing and confusion.

THE FEMINAS can't get up a sensation any longer. People are forgetting already that as they went home from church on Sunday night, the Madoc Volunteers were being called to assemble by the sound of the bugle.

BIG EGG.—Mr. W. J. Bleakly brought to this office a hen's egg, which measured six inches round the centre, and seven inches round the length. It weighed 84 ounces, and contained two yolks.

SIR FRANCIS HINCKS has been sworn in as Finance Minister. Nothing dreadful has happened since.

Lord DERBY is dangerously ill.

Ex-President Franklin Pierce is dead.

The Canada Sunday School Association held its sixth annual Convention in the Bridge Street Methodist Church, Belleville, this week.—Hon. L. Flint

## ADVERTISEMENTS.

## To Whom it may Concern.

AKE NOTICE, that the County Council of the County of Hastings will meet as pursuant to adjournment, at the SHIRE HALL, in Belleville, on USRDAY, the TWENTY-FIRST DAY OF OCTOBER INSTANT, for despatch of general business.

By order.

THOMAS WILLS,  
County Clerk.

October 9, 1869.

## What's the Row?

OH! NOTHING,

ONLY that a Crowd are going to VANTASSEL'S, Front Street, Belleville, to see that Silent Wheeler and Wilson Sewing Machine. Some go to other Machines repaired.

## Kingston &amp; Madoc Railway.

OTICE is hereby given, That an application will be made to the Legislative Assembly of the Province of Ontario, at the next session thereof, for a Charter to Incorporate a Company to Build a RAILROAD from KINGSTON to MADOC, with power to extend the same beyond the last-named place Westward; and also for a Grant of Public Lands to aid in construction thereof.

STEPHEN REED.

Madoc, Oct. 6th, 1869.

## WANTED!

0,000 RAILROAD TIES, and  
000 CORDS CEDAR BOLTS,  
ivered on the shores of Hog Lake or the River  
ira.

W. A. HUNTERFORD & CO:  
Madoc, Oct. 8, 1869.

## RAILWAY REQUISITION!

To A. F. WOOD, Esq.,  
Warden of the County of Hastings.

WE, the Undersigned, respectfully request you will call a PUBLIC MEETING of the Ratepayers of the County of Hastings, to take into consideration the building of a CHEAP RAILWAY from MADOC to KINGSTON, BELLEVILLE, or BOURG.  
And also as to the granting of subsidies by way of bonus on behalf of the same by the Municipalities interested therein.

S. DEANS,  
T. GRAY,  
BENTILLY,  
D. ROSS,  
MOUNCY,  
H. BREAKEELE,  
C. SILLS,  
E. MOON,  
H. HOUSTON,  
G. McDONALD,  
G. WILSON,  
D. RAWE,  
T. LANE,  
POSTER,

E. D. O'FLYNN,  
ANDREW WRIGHT,  
JOHN DALE,  
W. H. ATKINS,  
W. HUDGINS,  
W. A. HUNTERFORD,  
JOHN ALLT,  
C. MORSE,  
A. ROLIN,  
JOHN BLACK,  
J. FITZGERALD,  
C. GREAM,  
A. SMALLFIELD,  
J. B. LUNDAY,  
T. CROSS.

In compliance with the above Requisition, I hereby call a Public Meeting of the Inhabitants of the County of Hastings, at the TOWN-HALL, MADOC, for the 20th day of OCTOBER, 1869, at the hour of ONE o'CLOCK, P.M.

A. F. WOOD,  
Warden Co. Hastings.

Madoc, Sept. 24, 1869.

**JOB PRINTING**  
EXECUTED AT THE MADOC MERCURY OFFICE  
With Taste and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!

## J. R. KETCHESON,

Registrar of Births, Deaths, & Marriages,  
and Township Clerk.

WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

LOOK OUT, FOR COLD WINTER  
IS COMING!

THE SUBSCRIBER, in Returning Thanks to the Public of this vicinity, for their Liberal Support since he commenced business, would say that he is now prepared

## To Full and Dress Cloth,

delivered at his MILL in MADOC.

As he intends to do the work himself, he would also say to those favouring him with their custom, that it will be DONE WITH DESPATCH, and WARRANTED.

CLOTH taken in at THOMAS EMO'S, Ivanhoe, and at LUKE'S Hotel.

C. T. LANE.

Madoc, Sept. 10, 1869.

## NOTICE

IS hereby given, That a BY-LAW will be introduced in the COUNCIL of the Corporation of the Township of MADOC, at the next meeting thereof, to be held in the Town-Hall, Madoc, on the last MONDAY in NOVEMBER next, for the purpose of opening and establishing a ROAD, thirty feet wide, commencing in front of William Caldwell's blacksmith shop, in the village of Bannockburn, running in an easterly direction until it strikes the old road near McLeod's potash works, then on the old road travelled by lumbermen and others across the Sixth, Seventh and Eighth Concessions, until it strikes the concession line between the Eighth and Ninth concessions, a short distance above the south-east corner of Lot 26 in the Eighth Concession; then on the allowance of road between Lots 25 and 26 across the 9th concession, out to Bondy's School-house, as surveyed by J. H. Dunn, Road Surveyor.

J. R. KETCHESON,  
Township-Clerk.Office, Town-Hall, Madoc,  
Sept. 9th, 1869.

## Grain Cradles

AND  
Spinning Wheels

REPAIRED by the Subscriber.  
Residence, One Mile West of Madoc Village.  
ISAAC CANNIFF.

## Farm for Sale.

LOT Number One in the Eleventh Concession of MARMORA, containing Sixty-seven and a half (67 1/2) acres, about a dozen of which are cleared. With a Log House and Log Barn.

Title perfect. For terms, apply to  
GEORGE GIBSON,  
Storrington, Sunbury P.O., near Kingston, Ont.,  
or at the MERCURY Office.—June 2, 1869.

## MUSIC.

## MISS ACKERMANN

RESPECTFULLY intimates to the Inhabitants of MADOC and its vicinity that she will continue to give

## INSTRUCTION IN INSTRUMENTAL MUSIC.

Miss A. feels confident, from several years' experience in teaching, that she is able to impart a thorough practical acquaintance with the use both of the Piano and Organ.

Young persons wishing to fit themselves for teaching will receive particular attention.

TERMS.—Course of 24 Lessons (\$ per week). \$6  
Double Lessons, for parties at a distance, 50 cents.

## For SALE.

A COMFORTABLE  
DWELLING-HOUSE and LOT,  
In MADOC VILLAGE.

For further particulars, inquire of the Proprietor,  
S. D. ROSS.

4th June, 1869.

## LIST OF LETTERS

Remaining in Madoc Post Office, Oct. 1st, 1862.

Bacon, Robert  
Burrows, Jno  
Best, Mrs J  
Burch, Robert  
Connor, Jno  
Connell, Thos  
Cooper, Robert  
Cooper, Lewis (Reg'd)  
Dunham, David  
Daws, Walker  
Embury, David  
Eagleson, Miss Hannah  
Fenigan, Michael  
Fenigan, Jno  
Hall, Thos B  
Hazzard, Jos  
Holmes, Richard

Please ask for Advertisers' Letters when calling for the above.

E. D. O'FLYNN, Postmaster.

## HARDWARE! HARDWARE!

JUST ARRIVED!  
THE FALL STOCK

## HARDWARE of All Descriptions!

Also, the LARGEST ASSORTMENT of

## STOVES,

ever brought into Madoc, consisting of

New Dominion, Royal Oak, Protectionist,  
Confederate, Small Ditto, Governor,  
Small Ditto, Housekeeper, King,  
Northern Farmer, Rambler,  
Black Giant, Three Sizes, Fulton, Cottage Ditto.

## Oils, Paints, Coal Oil,

## WINDOW GLASS, SASH,

## LAMPS, &amp;c.

TIN-WARE, STOVE-PIPES,  
DURE STOVES, T-PIPES, ZINC,  
And a LONG LIST OF ARTICLES,  
Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

FOR SCHOOL BOOKS, STATIONERY,  
AND CHILDREN'S BOOKS,

At Publishers' Prices, Call At

WILSON'S DRUG STORE,  
DURHAM STREET, MADOC.

## DR. ELMER

HAS RESUMED HIS PROFESSIONAL PRACTICE.  
Madoc, Oct. 10th, 1869.

## MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts  
of England.)

Conveyancer, Coroner, &amp;c.

C. G. WILSON,  
CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

## JOHN DALE,

MARRIAGE LICENSE AGENT,  
MADOC.

## MADOC MARKET PRICES.

	FRIDAY, Oct. 13th, 1862.
WHEAT	\$0 50
BARLEY	\$0 40
RYE	\$0 30
OATS	\$0 30
PEAR	\$0 30
BUTTER	\$0 15
Eggs	\$0 10
POUND	\$0 05
HONEY	\$0 05

*(Continued from first page.)*

From Madoc had been discussed a good many times; but where did it go to? Belleville always bristled up as soon as a railway was talked of, and somehow contrived to get control of it, and then cooled off. He was tired of that sort of game, and thought it would be well to make an effort to get a railway to Kingston, which was the best market in this part of Canada. So he said one day to Mr Smallfield, Let us go in for a Railroad to Kingston; and he replied that he had advocated such a road two years ago, and that the *Kingston News* had written strongly in support of the suggestion. So he (Mr Reed) said, Try it again; he forgot whether he told Mr Smallfield he was going to the Provincial Exhibition, but as he was going there, he wanted the *Minx* to begin the agitation again. He was gone, that it might have taken a fresh start when he came back. Well, he went West as fast as Sartoris, and as he had thought of getting engine power for his business here, he looked about to see if he could not make more work for it. At every station—and he went backwards and forwards, and stopped at a good many—there was a factory of some kind. When he asked what they were doing, he found they were working up timber of all kinds. In one manufacturing establishment in London he found more stuff beat up than would pile up an acre of ground. In another establishment they were working up cooper stuff, driving the engine night and day, and putting up a large additional building. The owners of these establishments, generally, were not very communicative in reply to his inquiries, but he made up his mind they were making money out of their businesses. Now he had plenty of timber here, too bulky to be taken by wagon to Belleville, which, with a railroad, might be profitably worked up on the spot—swamp elm, for cooper stuff; black ash, or hoops; and rim ash for tool handles, cradles, bathtubs and agricultural implements; hemlock, for bark and ties; bass, for furniture and light work generally; besides maple, oak and beech, for which there was little demand at present, except for fuel. He believed a railroad would pay, after a little (applause); perhaps not for four or five years. He would pay to the farmers, pay the bonus, and stop at home and raise grain; and not be over anxious to purchase so much property if we got a railway. Let them go for the railway only, and for the best route. He could rather pay 2 to 1 to go to Kingston, but sooner than have no railway at all he would go to Belleville, but we should have to look out sharp that the people here did not cheat us out of it altogether. At present we were too slow and behind the time; but with a railroad, people would do better to stay here than go out West.

A discussion ensued, as to the propriety of expressing a preference at that meeting for any particular point, or whether it would be better for the municipality to take stock in addition to the bonus, to increase the bonus to a larger amount. Dr. Mercer, and Messrs. O'Hara, Maitland (of Bannockburn), Rawe, J. S. Fitzgerald, Hudgings, Chard (Reeve Stirling), Smallfield, Dunn, Ketcheson, Mounsey, and the Chairman took part in this discussion; after which the resolution was submitted in the form in which it appears above, and adopted unanimously, and after the usual expression of thanks to the chairman, the meeting broke up.

*From the Cobourg Sentinel.*

**A NEW RAILWAY PROJECTED.**—We notice by the *Mercury* that the citizens of that great mineral region are agitating for the construction of a railway from Madoc to some point on the front, either Kingston, Belleville or Cobourg. Indeed the agitation has taken such practical shape that the Warden of the County of Hastings has, upon a numerously requisitioned, called a public meeting for Wednesday, 26th instant, to consider the subject. That does not succeed or prosper without Railway communication with some point on Lake Ontario, all admit, and we rejoice at the exhibition of the surprising spirit thus early evinced by the people of Madoc. Of course, as might be expected, we are in favour of the terminus being decided in favour of Cobourg. The advantages of such a line of Railway, however, are all in favour of the Cobourg route. It is open nearly a month later in the fall and six weeks earlier in the spring; and besides route is altogether the shortest as well as the easiest constructed and of course less expensive. We hope that Cobourg will be decided upon as the terminus point. Some of our leading citizens should all meet and attend the meeting in Madoc to-morrow and advocate the claims of Cobourg. It is the interest of the greatest importance to us that we should have communication with that section of country,

and ought not to be lost sight of. We can surely offer better inducements than either Kingston or Belleville as a terminus for the projected line. Would it not be to the interest of those interested in our own railway to give this matter some consideration?

*From the Kingston News.*

At the regular quarterly meeting of the Board of Trade, held in the Mayor's office on Tuesday evening, Mr Henry Cunningham, the President, in the chair, there were fifteen members present.

Among the business transacted, Mr Shannon, the Secretary, read a placard which had been addressed to the Board, calling the Railway meeting at Madoc on the 26th instant. The placard had been addressed to the President by the publisher of the *Daily News*, by whom it had been received, from the Warden of the County of Hastings.

On motion it was decided to hear Dr Neish and Mr Bawden, who were present as a delegation to urge the advisability of sending delegates to the Madoc meeting.

Dr Neish stated that had there been time to communicate with Mr Wood, the Warden of the County of Hastings, he had no doubt but the Board would have been placed in possession of facts relative to the projected railway. He stated, however, the assurances which had been made to him, that the people of North Hastings would prefer a railway to Kingston, of the great desire which was felt at Madoc, that delegates from Kingston should be sent, and of their willingness to give full and fairly accurate information as to the quantity of freights which such a railway would be likely to receive. He urged the meeting to send delegates, and thanked the Board for the permission it had extended to the delegation to address the meeting.

Mr Bawden sketched the line which the projected railway might be made to take, and showed that it would tap the waters of three important rivers, the Napanee river, the Salmon river, and the Moira, and the three leading colonization roads, the Frontenac, the Addington, and the Hastings colonization roads, which would all serve as feeders for the railway. He said the railway to Madoc, if it took a line from Loughborough, as by a continuation of the line for the railway only, and for the best route. He which a charter has been obtained from Kingston to Knowlton lake, would open up a tract of country of six hundred thousand acres, abounding in supplies of timber and agricultural produce. He presented a very full and encouraging statement of the advantages which would flow to Kingston and the municipalities by the realization of the projected railway.

An animated conversational discussion followed. Mr John Carruthers inquired the probable distance to the rear of Napanee which the line would take, and received for answer that it would probably be twenty-four miles. Mr. Fraser, Mr. R. M. Rose, and Mr. W. B. Simpson, the collector of the port, warmly supported the idea of railway enterprise as being desirable and necessary for the advancement of Kingston. Mr. Lacey also made an energetic speech in favour of the road, and altogether the subject was very favourably entertained. On motion it was decided to send as delegates Mr. H. Cunningham, the President and Mr. Joseph Bawden. On a resolution to that effect the thanks of the Board were tendered to Dr. Neish and Mr. Bawden for bringing the railway project to the notice of the meeting.

*The Daily Intelligencer* of Monday contains the following letter:—

Mr. EDIRON.—While in the Township of Madoc last week, I had conversation with parties in reference to the Railway meeting to be held on the 26th inst., and I heard from reliable authority that the people of Kingston are wide awake, and will be represented at the meeting.

I also learned that from information received, there is every probability that Kingston will give a bonus of \$50,000 to aid the work, and also that a good amount of Stock is to be taken in the Road if the terminus is made at Kingston.

Cobourg is also going to compete for it. What is Belleville going to do? Will they allow the only chance remaining to extend the business of the Town to slip through their fingers? I hope not.

I shall advocate a road to Kingston if Belleville will not stir, as it is all important to our back country to change its mode of communication from wagon to railway; without it our farmers and business men cannot successfully compete with those of the front.

I again repeat, what is Belleville going to do?

Yours, &c., BILLA FLINT.

Belleville, 11th Oct., 1869.

*Belleville Waking Up.*

The people of Belleville were quite faceted a few days ago over the idea of a railroad, and were inclined to "chaff" every one from Madoc and the vicinity about the immense amount of public spirit displayed as to the matter, and were very particular in their inquiries as to how soon the first sod would be turned. They are now, however, beginning to see that the laugh, after all, may be on our side; that it is not all talk, likely to turn out a mere flash in the pan: and now that it is clear we, and not they, are the masters of our own destiny, they are likely to send so big a delegation, that we are doubtful as to the capacity of our modest little Town-Hall to hold them all. However, now that they are taking a sensible view of the situation, they may be sure that any proposition they may have to make will be properly entertained and considered.

Tuesday's *Intelligencer* says:—

At a meeting of the Town Council held last evening Mr. Kelso strongly advocated some action being taken respecting the projected Railway from Madoc to the front, and introduced a resolution appointing a Deputation to consist of P. D. Conger, Esq., Mayor, Hon. Bills Flint, M. S., Hon. Robert Read, M. P., Hon. Lewis Wallbridge, M. Bowell, Esq., M. P., James Brown, Esq., M. P., Henry Corby, Esq., M. P. P. K. Graham, Esq., M. P. P., and John Bell, Esq., and that cartridges be furnished the Deputation. After an animated discussion the Council concluded that it would be better to have a public meeting of the inhabitants for the purpose of discussing the Railway question and appointing a delegation. A Resolution is now in course of being signed and the Mayor in accordance with the wish of the Council and the requisitionists, will call a public meeting at an early day for that purpose.

Mr. Kelso stated at the Council that the Board of Trade would in all probability appoint a delegation, consisting of some of the leading merchants in Town, to attend the meeting.

*VARIETIES.*

Why is the Gold Coast the best place to go to have your leg out of?—Because you will find the knee-groves there.

A Scotch gentleman puts the postage-stamp the wrong way upon his letters, and calls it with a tender feeling—turning a penny.

How they weigh a hog in New Jersey—put the hog in one scale, and some stones in the other, and then guess at the "heft" of the stone.

An exchange paper has the following "it is said that there are more editors unmarried than any other class of professional men."

"Mammy," said a precocious little boy who, against his will, was made to rock the cradle of his baby-brother, "if the Lord has any more babies to give away, don't you take 'em."

An Irishman lost his hat in a well, and was let down by a rope to recover it; but the well being deep, and extremely dark within, his courage failed him before he had reached the water. In vain did he call out to those above to pull him up; they leaned a deaf ear to all he said, till at last, quite in despair, he bellowed out, "By St. Patrick, if ye don't draw me up, sure I'll cut the rope."

One of the clergy of a large Scotch town having been ruralising lately, was returning home from a day's piscatorial enjoyment, his rod across his shoulder, when he met a youth with whom he was slightly acquainted, who happened to be carrying a bride in his hand. The divine, thinking to be witty, even at the risk of being personal, pointed significantly to the bride, and with a shake of his head and a smile, remarked in passing, "A bride for the ass;" to which the young man, nothing daunted, and pointing to the fishing-rod over the clerical shoulder, instantaneously rejoined, "And a rod for the fool's back."

In the House of Peers, during the examination of the magistrates of Edinburgh, touching the particulars of the Porteous mob, in 1736, the Duke of Newcastle having asked the provost with what kind of shot the town guard, commanded by Porteus, had loaded their muskets, received the unexpected reply, "On, just as one shoots dukes and fools wi!" The answer was considered as a contempt of the House of Lords, and the poor provost would have suffered from misconception of his motto, had not the Duke of Argyll (who must have been exceedingly amused) explained that the worthy magistrate's expression, when rendered into English, meant to describe the shot used for ducks and waterfowl.

# THE MADOC MERCURY AND NORTH HASTINGS MINING NEWS.

No. 366.

MADOC, (HASTINGS CO., ONT.) SATURDAY, OCTOBER 23, 1869.

PRICE TWO CENTS.

## North Renfrew Election.

Mr Rankin, M.P., having resigned his seat, in order to give the newly appointed Finance Minister an opportunity of entering Parliament, Sir F. Hincks has issued the following address to the Electors of the North Riding of the County of Renfrew:

GENTLEMEN.—I beg to offer myself as a candidate for your suffrages, for a seat in the House of Commons, which your late representative has most generously vacated, in order to afford you an opportunity of ratifying at the hustings—if you should be pleased so to do—my recent appointment as Finance Minister of the Dominion.

I have never ceased to remember with gratitude, that at a most important crisis in my political career, the electors of the County of Renfrew returned me to the Legislative Assembly of Canada by a large majority and without any solicitation on my part. Then as now, I had few personal acquaintances among you; but I enjoyed the advantage of having been recommended to you by my lamented friend and countryman, the late Mr Egan, who was well aware of the deep interest which I felt in the prosperity of the Valley of the Ottawa. In the ensuing session of the Legislature it became my duty to resign once, owing to the state of political parties in Western Canada, although I had the support of a greater number of members than any other leader in that section of the Province could claim. The necessary result of such a state of parties was the formation of a coalition Government, of which the present Premier of the Dominion Government was a distinguished member, and to that Government I gave a cordial support during the remainder of the session. Soon after its formation I was very unexpectedly offered an important Government appointment in the West Indies on the express ground of the distinction which I had attained as a Canadian statesman, and from that Government I was transferred to another of still greater importance, where the responsibility for managing finances, as well as the public affairs, devolved upon me.

I have the gratification of knowing that in the performance of the duties confided to me by her Majesty I gave satisfaction, both to my official superiors and the people of the colonies.

I rely with confidence that you will in my case establish as a principle that a Canadian statesman who may be selected by our Sovereign for honourable employment in other portions of her dominions, shall not be held to have forfeited, by his acceptance of such a high trust, the confidence of his countrymen.

The important office which I have now the honour to hold was neither directly nor indirectly sought for by me; and those acquainted with the facts must be well aware that in accepting it I have made a considerable personal sacrifice. When it was proposed to me by Sir John A. Macdonald to join his Government, I had to consider the offer on public grounds alone. I was unemployed, and with no certainty, though with a fair prospect, of re-employment in the Imperial service. I considered, however, that if my adopted country desired my services it had the strongest claim on me. As I cordially approve of the manner in which Sir John A. Macdonald had constructed his Government, and as I should have considered it my duty to have supported that Government had I entered Parliament without office, I felt that I could not properly refuse him my humble aid in a position where he required it.

As I purpose visiting the Riding with a little delay as possible, I shall merely observe further, that your late member, Mr Rankin, has, by vacating his seat on this occasion, conferred an obligation, not merely on me personally, but on the entire party which supports the present Government. Such sacrifices must occasionally be made under our system of Government, which renders it necessary that the responsible Ministers of the Crown should be largely represented in the House of Commons. They have been made in England, and are far more uncommon in this country, though here alone they subject individuals to such reproach from the opponents of the Government, as to enhance the obligation on the part of those in whose favour they are made.

I feel assured, therefore, that Mr. Rankin will be raised in your estimation by the sacrifice which he has made in order to support the Government.

Hoping very soon to have the honour of addressing you in person, I have the honour to be, gentlemen,

Your obedient servant,

F. HINCKS.

## ADVERTISEMENTS.

### Kingston & Madoc Railway.

NOTICE is hereby given, That an application will be made to the Legislative Assembly of the Province of Ontario, at the next session thereof, for a Charter to Incorporate a Company to Build a RAIL-ROAD from KINGSTON to MADOC, with power to extend the same beyond the last-named place Westward; and also for a Grant of Public Lands to aid in the construction thereof.

STEPHEN REED.

Madoc, Oct. 6th, 1869.

### Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with on favourable terms, both as regards price and terms of payment. Title indisputable. Apply to

CHARLES KIRK, on the Premises.

### WANTED!

20,000 RAILROAD TIES, and

4,000 CORDS CEDAR BOLTS.

Delivered on the shores of Hog Lake or the River Moira.

W. A. HUNTERFORD & CO.

Madoc, Oct. 8, 1869.

### What's the Row?

OH! NOTHING.

ONLY that a Crowd are going to VANTASSEL'S Front Street, Belleville, to see that Silent Wheeler and Wilson Sewing Machine. Some go to get other Machines repaired.

### LOOK OUT, FOR COLD WINTER IS COMING!

THE SUBSCRIBER, in Returning Thanks to the Public of this vicinity, for their Liberal Support since he commenced business, would say that he is now prepared

### To Full and Dress Cloth,

delivered at his MILL in MADOC.

As he intends to do the work himself, he would also say to those favouring him with their custom, that it will be DONE WITH DESPATCH, and WARRANTED.

CLOTH taken in at THOMAS EMO'S, Ivanhoe, and at LUKE'S Hotel.

C. T. LANE.

Madoc, Sept. 10, 1869.

### Grain Cradles

AND

### Spinning Wheels

REPAIRED by the Subscriber.  
Residence, One Mile West of Madoc Village.

ISAAC CANNIFF.

### For SALE.

### A COMFORTABLE DWELLING-HOUSE and LOT, In MADOC VILLAGE

For further particulars, inquire of the Proprietor,  
S. D. ROSS.

4th June, 1869.

J. R. KETCHESON,

Registrar of Births, Deaths, & Marriages,  
and Township Clerk,

WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

## HARDWARE! HARDWARE!

### JUST ARRIVED! THE FALL STOCK

### HARDWARE of All Descriptions!

Also, the LARGEST ASSORTMENT of

### STOVES,

ever brought into Madoc, consisting of

New Dominion, Royal Oak, Protectionist,  
Confederate, Small Ditto, Governor,

Small Ditto, Housekeeper, King,

Northern Farmer.

Black Giant, Three Sizes. Fulton, Ramble,

Prize Parlour, Cottage Ditto.

### Oils, Paints, Coal Oil, WINDOW GLASS, SASH,

### LAMPS, &c.

TIN-WARE, STOVE-PIPES,  
DUMB STOVES, T-PIPES, ZINC,  
And a LONG LIST OF ARTICLES,  
Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

### FOR SCHOOL BOOKS, STATIONERY, AND CHILDREN'S BOOKS.

At Publishers' Prices, Call At

### WILSON'S DRUG STORE, DURHAM STREET, MADOC.

### DR. ELMER

HAS RESUMED HIS PROFESSIONAL PRACTICE.  
Madoc, Oct. 10th, 1869.

### MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts  
of England.)

Conveyancer, Coroner, &c.

### C. G. WILSON, CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

### JOHN DALE,

### MARRIAGE LICENSE AGENT, MADOC.

### MUSIC.

### MISS ACKERMANN

RESPECTFULLY intimates to the Inhabitants of  
MADOC and its vicinity that she will continue  
to give

INSTRUCTION in INSTRUMENTAL MUSIC.

Miss A. feels confident, from several years' experience in teaching, that she is able to impart a thorough practical acquaintance with the use both of the Piano and Organ.

Young persons wishing to fit themselves for teaching will receive particular attention.

Terms.—Course of 24 Lessons (\$8 per week).  
Double Lessons, for parties at a distance, \$0 cents.

## THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information.

Will be Published every Saturday Morning, at Tu-  
cents a Copy, or One Dollar a Year, STRICTLY in  
advance.ADVERTISEMENTS WILL BE INSERTED ON THE  
FOLLOWING TERMS FOR CASH:

Five lines, first insertion	0 50
Each subsequent insertion	0 12 ½
Five to ten lines, first insertion	0 70
Each subsequent insertion	0 15
Above ten lines (per line) first insertion	0 67
Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be ad-  
dressed (post-paid) to A. SMALLFIELD, Madoc.

## THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, OCTOBER 23, 1869.

## The Railway Meeting.

*Madoc Votes Unanimously  
for the Kingston Route!*

The Railway Meeting which was held in the Town-Hall on Wednesday was beyond doubt one of the most important public assemblages in point of numbers, and in the general and absorbing interest manifested in the subject under discussion, which has ever taken place in this village. In the forenoon, appearances indicated a much more limited attendance than had been anticipated; but by the time proceedings were commenced, the Town-Hall was literally crammed to its utmost capacity—and outside the open windows stood groups of eager listeners. Whatever doubts ill-wishers to the enterprise may have entertained as to the earnestness of the inhabitants of this section for railway communication with the front, must be now, however unwillingly, fully dissipated: and the strongly pronounced and unanimous opinion of the meeting in favour of the Kingston route, gives *crusade* to the insinuation that either Kingston or Cobourg were being used as cat-saws to stir Belleville up to action. The delegation from the County Town, must be convinced now that the inhabitants of this part of the North Riding are fully determined to be played with no longer, and sacrificed by Belleville, in the matter of a Railroad. This feeling was so general on the part of the sturdy yeomanry of the Township, that in any place less orderly than Madoc a public meeting would have manifested itself more openly than it did. Its evident suppression by *short* made it, however, *more* less significant.

Our limited space and time compel us to condense the five hours' steady speaking so much that in the brief outline we give below we do not pretend to have done justice to the various speakers, even in the matter of their principal "points." It is of less consequence, as the voice of the people of Madoc has been unanimously expressed by open vote in public meeting in favour of a road to Kingston.

We trust that the threat that Belleville is determined to smash up the Kingston route yet—which we have been assured in more than one quarter was only made—was uttered in jest, and not in earnest, looked up by the other municipalities interested, Madoc is not quite so powerless in the matter as may be thought.

The following is a list of the gentlemen who were present as Delegates, from various municipalities:—Kinmount—Major W. Robinson; and Aldermen Alderlove, Livingston and Allen; and Alderman Cunningham, President of the Board of Trade, and Mr Joseph Hawdon, accredited from the same board.

BELLEVILLE.—Hon. B. Flint and M. Bowell, M.P., from the Public meeting; and G. Neilson, T. Holden, W. Sutherland, G. Vair, and T. Kelso, President, from the Board of Trade, and Hob. B. Read.

FRONTEAU.—Selby Shibley, Warden; and G. Lott, Deputy Reeve of Portland.

CAMDEN.—George Lake, Reeve.

NEWBURGH.—Mr John D. Ham.

TWEED.—Mr James Reid, from Public meeting.

We also noticed in the body of the hall, Mr. D. Thompson, of Queensborough, and a number of other leading men from the Township of Elizur; and there were also a few from the Township of Huntingdon,—evincing the general desire of the inhabitants of the whole of the surrounding country for a railway from Madoc to the front.

The chair was occupied by the WARDEN: and Mr. GREGG was appointed Secretary.

Mr. WOOD, in his introductory remarks alluded to the difficulties which had hitherto stood in the way of our obtaining a railway, on account of their immense cost, but said that the people now begin to understand there was some ground of hope from the great difference in cost of the new lines from Toronto to the back country where the people were voting bonuses in aid of them; while the difference in the cost of a wooden railroad was so great as to be scarcely credible. An English paper had lately been put in his hands, showing that the expensive railroads of England could not be adopted in the colonies, while there was a narrow gauge iron road—the Portmadoc and Festiniog—in Wales, which paid a dividend of 12 per cent. This gave us great hopes of being able to build a railroad. Toronto in addition to the other lines of road is going into Muskoka, and we know that this country is better than Muskoka. He was glad to see so many gentlemen present from other parts of the country, and was satisfied that they meant work, and said they must disabuse themselves of the idea or feeling that we were making a cistern of one place to stir up another. Nothing of the kind was intended. We wanted to take a candid, fair and impartial view of the whole matter, and endeavoured to get railroad to the front somewhere, (applause,) it referred to the preliminary meeting, and briefly stated some of the views he advanced on that occasion. He then presented some statistics of the resources of this Township, which were equally true of every other one near it. The supply of iron was inexhaustible, and not being confined to a few places, would prove an unfailing source of revenue. He showed that we are getting out of the potash era, and that, while he had in former times taken in 900 barrels of potash in one year, probably not over 25 barrels are taken in the village in season now. Statistics of 1861 showed that the total value of the grain and other agricultural produce of this one Township alone amounted to \$480,000, or nearly half a million dollars. Since that time the number of mowers and reapers which had been brought into Madoc showed that the farmers were prospering; and that instead of the sneer sometimes heard that all the produce might be taken out in two or three railroad car loads; this section of country offers greater inducements for a railroad than any other part of Canada.

Hon. B. FLINT then moved the first resolution:—

"Resolved, That in the opinion of this meeting it is essential to the prosperity of North Hastings and of the Townships on the leading lines of the Colonization roads in the eastern part of Ontario, there should be increased facilities for exportation by means of a cheap railway."

He proceeded to speak of the vital importance to the farmers and mechanics and bone and sinew of the back townships, of improved access to the front, the farmers being at the mercy of the farmers in the front, who are always prowling about Belleville, ready to take advantage of a rise in price and supply it, so that by the time the news reaches the farmers in the back-country, and they get their grain to market, prices have fallen and their game is gone. The remedy for this was a cheap road to some port on Lake Ontario or on the Bay. If Belleville did not take hold of the road, they must make it to Kingston or any other place. (Applause for Kingston.) It was necessary for every interest and the life of this section that we should have an outlet to some place. His candid opinion was that a railroad would pay if the municipalities gave a bonus. There were parties in Belleville ready to build a road for \$6,000 a mile, and give up all at the end of ten years; besides paying 4 per cent. interest. If we lost every dollar given, the railroad would remain, an established fact. As to the question where we should go to, in all conscience go to the place which was for the best in

interests of the back-country. Let us have a road in some direction, and continue it to the Georgian Bay (hear, hear). Put our shoulders to the wheel, and with the railroad an accomplished fact, our produce would be carried to market for less than half it costs at the present time, and the balance would go into our pockets; and it mattered not whether the terminus was at Kingston or Belleville.

Mr. BOWELL, M.P., seconded the resolution, and after some brief introductory observations, said that if Belleville is not prepared to step forward to secure the trade of this part, and liberally assist the road, he would do all that he could to assist this country to build a road to any place. (Applause.) We know that in Kingston as well as in Belleville, some were opposed to a railroad in any shape, although the only would be compensated by the increased benefit. He spoke from personal knowledge of there being good land in townships far to the rear of Madoc, and said that if something is not done to bring them into connection with this, the natural outlet, all their trade would go to Ottawa.

Dr BOULTER, M.P.P., supported the resolution, and promised that he would do all he could in the Local Legislature to secure the interests of the proposed road.

The resolution was put and carried unanimously. Mr AGAR moved the second resolution:—

"Resolved, That it is expedient that the principle of granting bonuses by the Municipalities interested, in aid of the Company which may be formed to build a railway, not generally adopted with reference to the Toronto narrow-gauge railways, should be carried out in the case of the railroad now under consideration."

He said there was no doubt it was our interest and duty to grant a bonus, and that we ought not to be niggardly, but decidedly generous, as otherwise we could not expect the public to come forward and take stock in the railroad. He pointed out the small amount asked for in comparison with the benefits to accrue, and advocated giving—instead of \$10,000—\$20,000, and even multiplying that by two. He alluded to the great extent of country with which, as Local Superintendent, he was acquainted, and stated, as an argument in favour of a railroad, that 95 miles north of the village of Madoc there were settlers who were working hard and seeking education for their children, who need a market being brought nearer to them.

Mr JAMES REID, of Tweed, in seconding the resolution, said he was much pleased to be present at the meeting. At a preliminary meeting held in Tweed, he read from the *Mercury* the report of the meeting held in Madoc, and the people seemed to fall in one with the idea of a railroad, and a resolution for granting a bonus was carried unanimously. He thought they were quite as able in Hungerford to raise as much as in Madoc: and if an outlet was found for the business to flow from utilising the immense water-power of Hungerford, by giving them a station at Tweed, he thought that the Township would give a bonus of at least \$10,000.

Mr SMALLFIELD supported the resolution, and referred to some remarks made by the Hon. J. S. Macdonald at the turning of the first sod of the Toronto and Nipissing road at Cannington, as holding out a hope that we might secure some Government assistance for a railroad, if we showed in the first place our willingness to spend our own money in aid of the enterprise. He avowed his decided preference for a road to Kingston, as that would be the commencement of a road of Provincial importance.—The allusion to Kingston was received with the liveliest demonstrations of satisfaction from all parts of the hall.

Mr GEORGE NEILSON followed. He alluded to the change of opinion which had taken place in the matter of building a road—and alluded to the large bonuses given by the municipalities in aid of the Toronto and Nipissing road, where the bonus asked for was one third—\$8,000 of the cost of the road, \$15,000 per mile. He also advised that when we got the road here, we should push it on to Lake Huron (applause).

Mr JOHN R. KETCHUM moved the following resolution:—

"Resolved, That the ratepayers of the Township of Madoc now present endorse the resolution passed at the preliminary meeting held in the Town-Hall on the 9th instant for granting a bonus of \$10,000 in aid of the railway."

He alluded to the inferior position we were placed in here to other portions of Ontario, which reaped the benefits of a railroad passing their door, giving them a market to the front, while we had to drag everything over very rough roads. Rather than lose the proposed road, he was prepared to vote a bonus

of \$20,000. (Ories of "We say the same.") While it was not for him to say what the route should be, he had made up his mind which it should take, and was satisfied that that to Kingston was much superior to any other route, as it runs across a large extent of country. (Applause.)

Mr. W. H. TUMELTY seconded the resolution, and showed the advantages farmers would gain by a railway. He had always found Kingston one of the very best markets he ever took his grain to—(hear, hear)—and it would be a profitable place for us to build a road to.

Mr. S. REED supported the resolution at some length, but not having had much notice, thought he might get along better if not reported. He put in his claim to having originated the present movement; and said that he would make the first payment on, and take stock in the road, as well as vote for the bonus.

The Chairman then called upon Mr. Foster, the inventor of the new system of wooden rail, who was present in the hall, to explain his plan.—A model was exhibited, and Mr. Foster answered numerous questions, on points which are mentioned in a report to which we shall allude another time.

Mr. W. ROBINSON, Mayor of Kingston, said that having heard of the railway meeting in Madoc, the matter was brought before the City Council, and a deputation was appointed to attend it. He was glad to come and see the feeling of the meeting, and hoped to have that feeling tested, before they left, as they were mostly working men, and could not stop long. He could see that we were in earnest, and Kingston likewise was in earnest, if we decided to go there. Alluding to the statement in the Belleville papers, about the debt of the city, he said that the sinking fund would clear it off in 1872; so that Kingston stood No. 1 in the market for any money it wanted. In disposing of grain and flour you want to send it by the ocean, but in sending it to Belleville, it is still as much farther off the ocean than Kingston is, as Kingston is from Madoc. It was no use coming here to make great promises, but he never saw anything so unanimous as the feeling in Kingston in favour of the road. He believed it would do good to go either to Belleville or Kingston, but most to Kingston, (hear, hear,) which was the best cash market in Canada and nearest to New York. Kingston would like the traffic of this part to go that way, and was prepared to back the road. He advised in addition to the bonus, the taking of as much more in stock, so as to keep the control of the road in their own hands. He was very anxious to see a show of hands on the choice of route before the close of the meeting.

(We omit a discussion between Mr. Flint and Alderman Livingstone, as to the price of eggs, oats &c. in the Belleville and Kingston markets for want of room.)

Alderman CUNNINGHAM, President of the Kingston Board of Trade, thought the meeting the most important ever held in that Town-Hall, and that it would confer more benefit than any ever held there before. If he did not mistake the feeling of the meeting, nine tenths were in favour of Kingston—(hear, hear, and great applause.) Kingston had acted on small information; and he was there to represent the mercantile interest of that city in favour of the road. He was prepared to speak out in proper time as to the amount of assistance that might be expected; but Kingston might be relied on to give \$5 for every \$1 from Madoc. As an indication of the feeling of the people of Kingston, when the deputation was leaving, a great number accompanied them to the boats, so anxious were they to induce Madoc to choose the Kingston Route. One of the richest men asked what they were going to promise; but they were in the same position as any other delegation—not prepared to vote on that till something definite was arrived at. There was no "bluff" in the case so far as Kingston was concerned. (Applause.) As to the route, the amount of bonuses was not the question, but which will be the best. Kingston says that route is the best; in a direct air-line it is only 49 or 50 miles; but the road would probably be 60 in length. It would open up an immense tract of country. He believed he could say when he got home that the people of Madoc and North Hastings were in favour of the Kingston route. (Applause.)

Mr. THOS. HOLDEN, of the Belleville delegation, said that this was the third Railroad meeting in this Town-Hall that he had attended; the last was before the last election. He was not here to make any promise on behalf of Belleville; but that Town was in as good a position as Kingston to help to build a road. He was pained to see a feeling in the meeting against Belleville. (A voice, "You deserve it.") He asked for fair play, as no one could help seeing that the feeling was in favour of Kingston. What has caused the feeling against the town of Belleville? Madoc had been opposed to taxation for a railroad

hitherto. Was Belleville to come out in favour of taxation in face of that feeling? Would Belleville have been listened to? If Belleville had not been forward in favour of taxation, it was because Madoc would not have listened to it. Now it was said that the salvation of Madoc depended upon a railway. He again protested against the feeling against Belleville on account of that town not having come forward in favour of a railroad. (Ories of "Not a bit of it.") He referred to an Act of Parliament having to be obtained a few years ago for a supply of seed grain to the Township of Madoc, to prove that it was not then in a position to undertake the building of a railroad. Another thing was that the construction of the gravel roads, which had served their day, had fully taxed the resources of the County. He therefore deprecated the feeling against Belleville as not borne out by facts. He asked had Kingston done anything for a road, and said that it seemed to him that their anxiety for it was not for us, but on their own account. The people of Madoc must look to what was most beneficial to themselves, which would be the road to Belleville. They were asked to connect themselves to Kingston, but Belleville was in earnest, and he was satisfied that they would give as much as Kingston.

Mr. SMALLFIELD asked the last speaker if it were true that at the Belleville meeting it had been plainly stated that they did not want to see a railroad to Madoc at all?—Mr. Holden replied that there was a fair report of the proceedings in the *Daily Intelligencer*.—A copy of the paper was handed to Mr. S., who said that that was not an answer to his question, to which he requested a distinct reply.—Mr. Holden then admitted our speaker had said so.—[The *Chronicle's* report, since received, credits three speakers with uttering the sentiment.]

Alderman GILDERSLEEVE said, in reply to one question that Mr. Holden had asked, Which is the road that is going to benefit you most? that Kingston is nearer than Belleville to Montreal and to the sea, and so much more valuable as a market for their produce as the difference of freight between B. and Kingston. Kingston is the best port for the American market, and by sending your produce right there you can turn it into cash. Canadian fruit, on account of its superior quality, is now being bought largely for the American market, and there are many other things to which a railway would give increased value and afford a better market. There was plenty of iron in all the back country, and the difference in cost in sending it a few more miles by rail would be very small, the handling in both cases would be the same. But to tranship from rail to boat would cost half a dollar, and half a dollar on a ton of iron ore is often all the profit. The whole of this country opened up as a mining country, would make this section from here to Perth the most thriving section in the Dominion. Not surprised that Belleville was not unanimous in favour of the road, which would affect Belleville as the road to Lindsay did Port Hope. Kingston would not lose; anything sent in would be a gain to that city; but Belleville, by a road to the rear, does lose a valuable portion of her business. (Great applause.) A longer road to Kingston would pay ten times better than one to Belleville; while one to Belleville has no more country to draw upon than is served by the macadamised road. Kingston wished the project success. He was much obliged for the manner in which the delegation had been listened to.—(Sooh a burst of applause broke out on the conclusion of Mr. Gildersleeve's pitiful and telling remarks, that the Chairman requested the meeting not to indulge in screaming.)

Mr. NELSON spoke in favour of the Belleville route, and was asked by Mr. J. H. DUNN how he made it out that Belleville was as near to Oswego as Kingston was?—Mr. Gildersleeve said, the difference was only 60 miles. Mr. John McCoy inquired if there was no difference in distance from the American market, why the farmers of Madoc could not get the same price for their grain in Belleville as in Kingston, when Mr. Flint replied that an immense quantity of poor grain was brought into Belleville. Mr. Flint also admitted there was not unanimity in Belleville in favour of a road and humorously accounted for it.

Mr. LAKE, Reeve of Camden, said that he was much pleased with the proceedings, and the unanimity of feeling displayed by the meeting. The proposed railroad had engaged the minds of the Council of their young County, and they had appointed a committee to examine as to the best localities for the route of the railroad, which would be no detriment to Lennox and Addington. The Township of Camden had only lately got intelligence of the proposed meeting, and at once called a meeting, and they then resolved to take action upon the project. He was authorized to say that Camden would give as large a bonus as any other Township on the line.

which would be of great benefit to the back settlers. He thought Mr. Holden looked at the matter in the wrong light, and that the people of Madoc had had better opportunity of studying the subject. He favoured the idea of extension to the Georgian Bay. He thought something should be done at that meeting, and a committee appointed, to accompany a surveyor to select a route. He pledged his County to pay its share of the expenses.

Mr. JAMES BROWN, M. P. West Hastings, announced himself as a delegate in a double capacity, as Trenton wished him to advocate a line to that village, paying dollar for dollar with Madoc.—Mr. Brown's remarks, which were presented in a humorous vein, were received with considerable impatience by the meeting, when he declared he would talk till midnight if they did not listen quietly. He contended that when the Murray Canal was opened, the road to Trenton would be the best.

Mr. SCRIV. SHUMA, Warden of Frontenac, warmly supported the road to Kingston, contending the longer it was the better it would pay. He was astonished at the feeling in favour of the road in his Township (Portland) and was satisfied they would give as much in proportion as Madoc. The road would have to go by Tamworth.

Mr. J. BAWDEN entered into some statistics to prove the advantages of the road to Kingston, and the greater resources of the country through which it would pass to support it, than a line to Belleville, where the people were divided against themselves, while the feeling in favour of the road was unanimous in Kingston.

Mr. JOHN D. HAM, of Newbury, on behalf of that locality assured the meeting of the interest taken in the road, and the willingness to assist it for the sake of improving the country through which it would pass.

Mr. LORR. Deputy Reeve of Portland, and Ald. ALLEN, also spoke briefly.

Mr. Smallfield moved and Mr. G. W. Ross seconded the following resolution; carried unanimously—

"Resolved, That the following gentlemen be a Committee to confer with the Municipalities interested in the road, as to the amount they will be willing to contribute towards a railroad to Madoc—J. R. Ketcheson, Dr. Elmer, Thomas Cross, W. H. Tumelty, A. B. Ross, F. Seymour, John H. Dunn, Smallfield, and A. F. Wood."

A vote was then taken on the choice of route, and only one hand was held up for Belleville, the whole meeting declaring for Kingston.

A vote authorising the Town Council of Madoc to incur certain preliminary expenses was carried unanimously.

The meeting then broke up, after giving tremendous cheers for the Queen, and for the Railway.

## AUCTION SALE

### or Valuable Improved Farms

IN THE COUNTY OF HASTINGS.

BY Virtue of Powers of Sale contained in certain Mortgages which will be produced at the Sale, On SATURDAY, the 6th Day of November, 1869,

At Twelve o'Clock, Noon,

At WIDOW MOON'S Hotel, in the Village of Madoc, LOT No. 1.—IMPROVED FARM IN TUDOR.—Lots numbers 9 and 10 on the West side of the Hastings Road, in the said Township of Tudor, and Lots number 24 and 25 in the 1st concession of the aforementioned 275 Acres of Land, more or less, of which about 90 acres are cleared. There are erected on said premises a Log House and Barn.

LOT No. 1.—IMPROVED FARM IN ELZEVIR.—The East half of Lot number 2, in the 2nd concession of Elzevir, containing by admeasurement 100 Acres of Land, more or less, of which about 60 acres are cleared. There are erected on the premises a Log House and Barn.

The above will be sold in parcels of Fifty acres each.

TERMS:—One-tenth of the purchase money to be paid down on the day of sale; for balance, terms will be made known at the sale.

For further particulars, apply to JONAS A. JONES, Solicitor, Masonic Hall, Toronto, Or to S. D. BOSS, Esq., Madoc, Toronto, 1st October, 1869.

### NOTES.

JONES.—At Fort Perry, Ont., on Friday, the 8th instant, the wife of Richard Jones, Esq., M.D., of a daughter,

## The Crown Lands.

To the Editor of the *Majority*.

SIR.—At the time of the session of our Provincial Legislature body approaches, it seems to be understood that a new administrator of the Crown Lands will be appointed; we do not suppose that any one would regret a change in that important office. Unfilled both in temperament and capacity to fulfil the duties of his position, either with advantage to the country or satisfaction to the people, the removal of the present Commissioner will be hailed with delight in every circle of the Province that may have had transactions with the Department during his administration. From the highest official of his own Department to the poorest squatter in the Province, the system he adopted is synonymous with all that is arbitrary and intolerant. Those gentlemen most inclined to favour him, reiterate that he is an honest man, and means well. Honesty of purpose is good,—as indispensable in a public officer as in any other position; the brilliant quality of meaning well, however, in an eminent degree; but we think there are a few other virtues indispensable in a Crown Minister. We are told by some people that the road to a certain place is paved with good intentions; but it does not appear to yield a satisfactory test even there. We think that if our Crown Lands have been inundated with such ornaments for the last two years or so, that it is now time the discovery were made that they do not fulfil the sanguine expectations entertained; the good gentleman's admiring may possibly have a dim perception that honesty of purpose with a vacillating and erroneous policy is but another name for imbecility.

The fact is not forgotten that the blundering obsinacy of the Crown Lands smothered our young mineral giant of Madoc in his cradle, and sent away the scores of individuals able and willing to develop our resources, disappointed men; that a changeable and rapacious policy to secure the whole benefit accruing from our mineral wealth to the Crown, or to a few favoured individuals, has been the sole characteristic of legislation in this matter, and now it will take a clever administrator to call back our lost opportunity.

The business style and system of the Department has long called for improvement; but when the helm is directed by perversity,—official neglect, impudent chicanery, and extortion are the order of the day. The principal idea that animates all transactions is the hunting up of objections and difficulties, and if you presume "to ask a fish they will give you a scorpion."

Oct. 18, 1869.

OMNES.

## MISCELLANEOUS NEWS.

According to the *Journal de Quebec* Mr Langevin will succeed Mr Macdougall in the Department of Public Works.

Her Majesty has appointed Col. Stephen John Hill, C.B., to be Governor and Commander-in-Chief of the Island of Newfoundland and its dependencies.

Latest returns show that the tidal wave storm sank or beached 121 vessels on the Nova Scotia and New Brunswick coast.

Senator McLellan estimates the loss to Albert County by the great storm in New Brunswick at half a million of dollars. He says, if the weather keeps favourable, a good deal of the hay may be saved, but in an injured condition.

Mr L. B. Taylor, of the Ottawa *Citizen*, has received the contract for printing the statutes, as well as for the departmental printing. He is now the parliamentary and government printer of the Dominion.

The Quebec correspondent of the *Globe*, on the 16th instant, says: "A gentleman just returned from Metis informs me that the fields in many parts of the country there present a midsummer appearance. Buttercups and honey-suckles are in full blossom, and he has brought with him some fresh strawberries of second growth, picked from ground in the vicinity of the village."

In his charge to the Grand Jury of the recent Sandwick Assizes, Chief Justice Haggerty alluded to the great prevalence of crime in Essex County, which he attributed mainly to its vicinity to the American frontier, both countries suffering from the defective character of the extradition treaty, which Judge Haggerty said was so ineffectual a character that it was a matter of surprise that the two governments permitted continuance in its present condition.

An Ottawa despatch of the 16th says further rumours are flying about with regard to a Fenian raid, which, it is reported, will be made within ten days, but the Government is prepared for any emergency.

The reported deficiency in the Post Office department, started by the *Globe*'s correspondent, is warmly and energetically denied by the Post Office authorities at Ottawa. It cannot be, as the *Globe*'s correspondent says, that an error occurs through Post-masters calculating the interest payable to depositors in the Savings Banks as the interest is made up in Post Office Department. Neither do Postmasters make out withdrawal cheques.

A law was passed last winter, and is now in active operation in New Jersey, for the remission of parts of the term of sentence of prisoners for good behaviour.

There are at present practising in Kingston twenty-five doctors, and thirty lawyers, and there are twenty-five clergymen of all denominations regularly officiating there.

A London journal says the Cape of Good Hope Parliament has been occupied by a proposal, conveyed in a message from the Governor, to substitute for the present Legislature a small chamber, consisting of twelve elected and three nominee members, with a President appointed by the Crown. This proposal was rejected by a majority of 17 in a house of 61.

The writ for North Renfrew reached Pembroke on the 16th. The election is to be brought on as speedily as possible. Mr Thomas Murray, of Pembroke, a Roman Catholic, who at the last general election ran against Rankin, and was defeated by a small majority, is out as a candidate against Hineke. He is a lumber merchant and store-keeper, possessing considerable means. The *Globe*'s Ottawa correspondent says he is a strong candidate.—The *Leader*'s despatch says neither Mr Murray nor Mr Ogilvy will oppose Sir F. Hineke, whose election is considered to be beyond doubt. Mr Deacon, who has been spoken of as likely to be brought out, is in town and will return home early next week. The other available man is Findlay, but he will only be brought out as a forlorn hope to prevent Sir Francis being returned by acclamation. The fact is the party is at its wits' end for a respectable candidate to oppose the Finance Minister and cannot find any one who will have any probable chance of success.

Mr John Scott of Almonte has declined to accept the nomination of the Lanark Convention; the Hon. Malcolm Cameron is, therefore, the Reform candidate. He will commence his canvass on Tuesday. Mr Jamieson of Almonte, it is said, will be his opponent. Mr Cameron's election is certain, according to the *Globe*'s correspondent.—The *Telegraph* says, Hon. Malcolm Cameron is doomed to another disappointment. Mr Macdougall has not vacated his seat for North Lanark, and it is not known when he will do so. He is not yet constituted Lieutenant Governor of the North-West, nor can he be until the Queen's Order in Council conveys that Territory to the Dominion. Mr Macdougall, of course, has gone to the North-West, but there is nothing to prevent his returning to his seat here. The agitation for an election in North Lanark is premature, and Mr Cameron will have to wait a little longer, unless, indeed, he should conclude to oppose Hineke in North Renfrew.

**COLD WINTER EXPECTED.**—The scientific French weather prophet predicts a winter of unusual severity. The signs in this country point in the same direction. Corn has an unusually heavy coat of husks, and the birds are moulting earlier than usual.—*Quebec Chronicle*.

**PRINCE ARTHUR AND THE INDIANS.**—The Bradford *Examiner* says: "His Royal Highness Prince Arthur omitted to order an ox to be roasted for the Indians after his elevation to a Chief's position in the Six Nation tribe, until he was reminded of the custom. To make up for his seeming indifference, we understand he has ordered two oxen to be roasted whole. Won't the braves dance right merrily in anticipation of a 'good square meal'?"

**WHAT PRINCE ARTHUR HAS DONE THROUGH.**—Since the landing of H. R. H. Prince Arthur at Halifax, on the 21st August last, he has not been idle, as the following record will show. During his sojourn he has received and replied to 161 addresses in Nova Scotia, New Brunswick, Quebec and Ontario, attended 107 luncheons and dinners, and 89 balls. The Prince has also dined with 340 partners, received over 1700 special bouquets, shaken 15,000 hands, given 69 presents, and has been elected an Indian Chief. He has shot 100 head of game, has travelled 4,800 miles, and has heard some 2,000,000 "God Bless Him." All

this to be accomplished in seven weeks was pretty severe work; the Prince now desires peace and quiet to rest and recruit himself.

**DR. LIVINGSTON.**—The following despatch has been received in London, under date of Bombay, Oct. 8th: A letter has just been received here from Dr. Livingston, the great African traveller. He was at Lake Bangweu at the time of writing, in July, 1868, and was in excellent health and spirits. He mentioned incidentally that he believed he had at last found the true source of the Nile.

Bombay via London, Oct. 14.—Mr Kirke in a despatch to the Government here says: "A caravan has arrived at Zanzibar. It brings the welcome news that Dr Livingston had arrived at Niyi alive and well. He was on his way to the coast, the road to which was open and safe. Another caravan is expected here, which will bring later information of the Doctor's progress."

**ROYAL CANADIAN RIFLES.**—The following is from the *Army and Navy Gazette* of the 2nd instant: "We believe that the flat will shortly go forth for the disbanding of the Royal Canadian Rifles and the Cape-Mounted Rifles, both of which corps will disappear from the Army List at the commencement of the next financial year."

## VARIETIES.

When is iron the most ironical?—When it's a rail-ing.

An old bachelor is a traveller on life's railroad who has entirely failed to make the proper connections.

What should a young man carry with him when calling upon his affianced?—Affection in his heart, affection in his manners, and confectionery in his pockets.

A little girl, worn out by a long sermon, observing the preacher gathering himself for the introduction of another 'point,' exclaimed, Oh, mother, he is not going to quit at all; he is swelling up again.

An Omaha girl whose lover would not propose fired five more left, and forced him to terms. They are now a happy couple.

"Don't trouble yourself to stretch your mouth any wider," said a dentist to a patient; "I intend to stand outside to draw your tooth."

In one of his plays, Addison makes an undertaker upbraid a mate who had laughed at a funeral. Youascal, you, I have been raising your wages for the last two years, on condition that you appear more sorrowful, and the more pay you receive, the happier you appear."

"Everything has its use," said a philosophical professor to his class. "Of what use is the drunkard's fiery nose?" asked one of his pupils. It's a light-house," answered the professor, "to warn us of the little water that passes underneath it, and reminds us of the shoals of appetite on which we might otherwise be wrecked."

We overheard, the other day, a youth of tender years and of the male persuasion, make a proposition to several companions on the street, which struck us as rather ingenious. He said, "Boys, I'll tell you what let's do, let's go down to our house and play carry in coal. We got a half a ton this morning."

**VERY BAD INDEED!**—A young man recently wrote to his sweetheart, saying: "There is not a globule of blood in my heart which does not bear your photograph."

**A CONSIDERATE JUSTICE.**—Three drovers who had been summoned to the Thames Police Office, London, for cruelty to some foreign oxen they were driving, were acquitted by the Justice because, as he said, they had a difficult task to perform in driving cattle of foreign breed and unacquainted with the English language. The *Pall Mall Gazette*, therefore, suggests that competitive examinations be established for sheep and oxen that are anxious to enter English-slaughter houses.

**PEPPERY YARN.**—"I went to the Legislature last year," said a Georgian, "and took dinner at a tavern. Right beside me sat a member from one of the back towns who had never taken dinner at a tavern in his life before, I think. Before his plate was a dish of peppers, and no hope looking at them. Finally, as the waiter was a little slow in bringing on the things, he up with his fork, and in less than no time coused one into his mouth. As he brought down his grinder the beans came into his eye. At last spitting the pepper into his hand, he laid it down by the side of his plate, and with a voice that set the whole table in an uproar, exclaimed, 'Just lie there and cool!'"

# THE MADOC MERCURY

## AND NORTH HASTINGS MINING NEWS.

No. 357.

MADOC, (HASTINGS CO., ONT.) SATURDAY, OCTOBER 30, 1869.

PRICE TWO CENTS.

### News from Europe.

By Atlantic Cable.

LONDON, Oct. 21.—Mr Gladstone has written a letter to the President of the Limerick Amnesty Association on the subject of the course of the government towards the imprisoned Fenians. He says the members of the government have carefully considered the many memorials for the release of the political prisoners which have been presented from time to time, and have unanimously decided that such release would be contrary to their duty as guardians of the public security and peace.

Oct. 23.—The recent reply of the Right Hon. Mr. Gladstone to the President of the Limerick Amnesty Association has caused considerable dissension. The London Amnesty Association has protested against the sentiments of the Premier. A committee appointed by this body has arranged for a monster open air demonstration on Sunday, but the meeting is likely to be indefinitely postponed, as it has transpired that the government would suppress it if attempted.

Oct. 24.—An immense demonstration in favour of amnesty for the Fenians was made to-day. Large processions were formed in various parts of the city, and headed by bands of music and banners inscribed with significant mottoes marched to Hyde Park. Several thousand women wearing green favours and scarfs marched in the procession. At Hyde Park during the afternoon a monster mass meeting was held. It is estimated that 50,000 persons were present. The American flag was hoisted and cheered. Mr Bradlaugh and others addressed the people, and the remarks of some of the speakers were of a highly inflammatory character. Resolutions demanding amnesty for the Fenians were adopted by acclamation after which the meeting ended, and the people quietly retired. The proceedings throughout the day were orderly. Great precautions had been taken by the government. The reserves of the police were all on duty, and the troops assembled at their barracks, but their intervention was not required.

DUBLIN, Oct. 25.—Amnesty meetings have been held in the city of Cork and the parish of Carrigaline. Mr Gladstone was denounced for his refusal to pardon the Fenians, and resolutions were adopted declaring that the Irish people will accept no legislative measures for Ireland until the prisoners are released.

Oct. 23.—Earl Derby, who has been very ill for a day or two, died this morning. He was seventy years of age.

Oct. 25.—Nearly all the metropolitan papers to day have obituary notices of the Earl of Derby.

The Standard predicts that while the present generation lives, Lord Derby will be remembered throughout his own province, not only as an orator, scholar and statesman, of whom Lancashire may well be proud, but as a magnate who, in the direst trial, took his place as leader in the work of relief and charity; as the rich man who cared for the sorrows of the poor; as a great man who respected the pride of the lowly, and as the premier of England, but as a kindly neighbour, generous friend and Christian gentleman.

PARIS, Oct. 22.—It is asserted that a number of the deputies propose to introduce a law at the next session of the Corps Legislatif to annul the decree of '52 confiscating the property of the Orleans Princes.

The Patrie reports that the ultra radicals are visiting the workshops and urging the men to take part in the demonstration on the 26th inst.

The Presse says that the revolutionary committee in Paris has warned the workmen in the provinces that on the 26th of the present month there will be a general uprising in the city.

The radical journals do not approve of the proposed demonstration.

Oct. 23.—The strike which originated with the merchants' clerks is rapidly spreading among all classes of workmen.

The military are collecting in Paris in view of the threatened irregular meeting of the Corps Legislatif on the 26th inst. An imperial manifesto is expected. The Orléanists are active. It is thought that the crisis may restore Rouher to the cabinet.

Oct. 25.—M. Pietre, prefect of police, has issued a proclamation which has been widely circulated throughout the city. He says, in view of proceedings expected on the 26th, and which are likely to disturb the public peace, the authorities inform the people of Paris that measures will be taken to ensure the respect of law and maintenance of tranquillity. Good citizens are requested to be on their guard against imprudent curiosity, and not expose themselves to consequences that may result by the enforcement of law against mobs.

The Emperor is concentrating troops in the city, and General Bazaine has received orders to employ artillery if necessary to keep the streets clear.

The people are much excited over the impending crisis.

Oct. 26 (P.M.)—The city has remained perfectly tranquil up to this hour. The threatened demonstration has not been made, and no disturbance whatever has occurred. The Emperor went out this afternoon in an open carriage, and drove through some of the principal streets.

MADRID, Oct. 22.—Indications now are that the Duke of Montpensier will be the successful candidate for the throne of Spain.

The country generally is tranquil. Senor Ozene, the celebrated republican leader in the Cortes, has been arrested.

The Press strongly urges the immediate election of a King, and suggests the election of Espartero to the throne for life, and the designation of the Duke of Genoa as his successor.

### Mr Foster's System of Wooden Railway.

Mr Charles Legge, Civil Engineer, and a Provisional Director of the Montreal Colonization Railway, in his Report on the Hochelaga and St. Jerome Section of that road, remarks on wooden rails as follows:—

"Mr Hurlbert states that the track, or permanent way on the Clifton (New York State) road cost \$1,500 gold, per mile. Mr Foster, the inventor of the new style of superstructure, will be prepared to lay it down on the road complete, ready for the rolling plant, say for engines of twenty tons, running at the rate of eighteen miles per hour, at \$1,760 per mile, or one dollar per yard. Two serious objections, in my opinion, exist to the Clifton system of wooden track, and are as follow:

"1st. The rails are laid longitudinally, exposing the fibre of the timber, in the weakest condition to the traction, causing it to crush, or 'broom up.'

"2nd. The joints in the rails occurring at short intervals of 12 to 14 feet, without assistance of the chairs or fish plates of the ordinary iron rail, cause an uneven surface to the road. The engines and rolling stock, in passing over the line, at each inequality impinge on the rails to a greater extent than if they were uniform and continuous, and thus increase the destroying agencies; while at the same time acting prejudicially on the rolling stock itself.

"These two leading objections have been surmounted in the 'Foster system.' It is a well known fact that the fibre of timber, when placed endways, is capable of resisting a much greater amount of strain, or wear and tear, than if exposed horizontally to the same force; wooden steps for supporting the shafts of water wheels, being cases in point, are used in preference to metal bearings, and last for many years.

"The improved arrangement for enabling the wood to perform its greatest service, will be briefly described:

"Short blocks of hard wood, 8*1/2* inches thick, and 7 inches long, are placed between two longitudinal pieces of pine, each 8 inches by 4*1/2* inches, and of convenient length. These pieces having been checked out on their inner sides, about 5 inches by 1 inch, for the reception of the blocks, which rest at their lower ends on the shoulders of the cheeks, with two inches bearing, and projecting three inches above the longitudinals; oak pins of 1-inch diameter are driven through the side pieces at each joint of the blocks—the longitudinals break joints with each other, and are secured together at these points with iron bolts. The longitudinals and blocks form the rails, and are held in gauge with each other, at intervals of ten or

twelve feet, by being dropped into notches cut in cross-ties, and held firmly in place by double wedges driven between the side of the notch and the longitudinal timbers, the whole being bedded firmly in the ballast, which is brought to the upper side of the longitudinal, leaving only 3 inches in length of the upper ends of the blocks exposed to view, and resembling two continuous parallel lines of rails. A short section of track on this system has been in use on the Industry and Rawdon railway as an experiment, since the commencement of the season. Some two months after it was placed, the writer examined its condition, and found no appearance of wear. The superintendent of the line now reports that the material had undergone no change since the day it was put down.

"The ordinary wear and tear of traffic having no practical effect on the material when arranged in this form, the only point to guard against is the natural decay of the timber. This could be very materially prevented, by giving the exposed surface a coating of coal tar, asphaltum, or other antiseptic, say the second season after the track is down, and when the timber has become thoroughly seasoned. These preparations will close up all the pores, seams or checks, and render them impervious to water; the sand and dust from the ballast will also become incorporated with the tar or other substance, and be forced into the upper surface of the blocks, and increase the traction power. Treated in this manner in my opinion, a wooden railway will last longer in the climate than an iron road, and constructed for about one-fourth of the expense, with the additional advantage, that the country furnishes all the material an labour in the wooden road, while in the iron one, an amount of money equal to at least three times the cost of the wooden track, is sent out of the country simply to purchase the iron.—Having great confidence in this system of wooden track, I strongly urge its adoption for our proposed railway."

The Kingston News says:—

"The flattering success which has attended the mission of the delegates from Kingston to the railway meeting at Madoc is something over which our citizens may well rejoice. It is a triumph which marks the dawn of a new period of enterprise, growth and prosperity, on which the city is entering. It is something like a just recognition of the geographical situation of the town as a commanding centre, an acknowledgement of the advantages furnished by nature in our magnificent harbour, and a meet response of the intelligence, activity, determination and courage of the leading men of Kingston who have bestirred themselves in making the most of the opportunity securing railway communication. The people North Hastings have resolved by a preponderating majority to select Kingston as the terminus of the line. For this conclusion our people were in some degree prepared by the preference that had been manifested by the speakers at the township meeting on the 9th inst., at which it was seen that the advantages of Kingston were acknowledged as above those of Belleville; but there was still a risk of the operation of influences against us, and yet a chance at the general meeting of county electors might not be favourable. The town of Belleville put in a appearance against us, and we had to await the result of the competition. But the delegates from Kingston have nobly done their duty. They have turned a tide of favourable predisposition into a decision to give shape to the project. The railway will run from Kingston to Madoc; it will open up a tract of country, for the benefit of the general community and to the advantage of the commerce of Kingston; and it will effect results the mere prospect of which loudly calls for an expression of thankfulness by the city and township delegates."

"Arrangements are being made to hold a public meeting some day next week to bring the rail-project before the citizens. The leading men of the town, the officials of townships, and a number of persons interested will be invited to attend. It is desired that it should secure a representation of all interests involved at this end of the line, in a fairly to elicit public opinion."

# THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information.

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year. STRICTLY IN ADVANCE.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH.—

Six lines, first insertion	0 50
Each subsequent insertion	0 12 1/2
Up to ten lines, first insertion	0 10
Each subsequent insertion	0 07
More than ten lines (per line) first insertion	0 02

Each subsequent insertion, per line.....

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.



## THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, OCTOBER 30, 1869.

### The Railway Project.

The earnestness and unanimity of the people of Madoc in the movement for a cheap Railway to the west—and the decision of the recent public meeting in favour of the eastern terminus of the road being Kingston, are events so surprising to our loving brethren of Belleville, that literally they do not know what to make of the whole business. They therefore account for and explain what appears to them to be a phenomenon, by dubbing it *la mania*, inspired wire-pulling from Kingston. They profess to be us tickle-minded, because, forsooth, while we ought to be taxed a few years ago for an expensive style of railway, which experience proved to be most invariably a bad investment for stockholders, we are now willing to tax ourselves to an extent within our means, to aid by a bonus, the cheapest of roads which necessity has called into existence. And for preferring, like sensible men, the interests of our own locality to the building up of our town at our expense any longer, they, to use a very refined, but correctly descriptive expression, row like bears with sore heads, and call us rude, pertinently unmannerly fellows, for manifesting impudence, instead of listening with the expected and full admiration to lecturing barangues and bare statements from Belleville notables!

the simple matter of fact is—that there has been need for wire-pulling to get up the agitation at all. Belleville has stirred up its serfs and vassals, as evidently considers them—the farmers of North Hastings into rebellion by the high and mighty tone which it has said to them—"You can take your es—sell your grain to us at our price, or take it again to feed your hogs!" And the farmers—

"We will do neither; we will, by hook or by

their think they have hit upon the right way how

it.

be "Madoc" mania, indeed! Why, from one end of the Province to the other the same feeling exists at the farmers in the rear townships must have communication with the front: and that while are about it, common sense requires that they should strike for the most populous town or city—and for the best market—within their reach. And for the people of Wellington, Grey and Bruce to Toronto to Hamilton: and the settlers in the woods of Simcoe and Muskoka seek for an outlet capital of Ontario rather than at the smaller to the east on the Lake.

in the same way we find the townships to the west willing and eager to follow the lead of Madoc in constructing a cheap railroad to Kingston: for that route, because all along the line we people ready to back us up heartily: while a road to Belleville—or for much of the way, now that we can expect but little pecuniary assistance, and that our desire for a railroad has been least till within the last few days—treated with us and something very like derision.

we are, however, we have succeeded at any rate

in communicating our message—with its method—to people of an extensive district. A meeting is to be held in Tweed next week to take steps for procuring a bonus in aid of the road from the Township of Limerford—and they want to have some of the believers in the project come over from Madoc and help them to carry it out. In Kingston—where property, according to the *Daily News*, is already going up in value—there is also to be a grand rally of all the neighbouring municipalities interested—the Madoc Committee being invited to attend: and we also received news from Mr Smith, Clerk of the Township of Sheffield, that a meeting of the ratepayers has been advertised, to be held in Tamworth on the 4th of November next, to take an expression from them as to what amount of bonus they shall grant, provided the projected railway from Madoc to Kingston should be carried into effect: and this notice is coupled with an invitation for all parties interested to attend for the purpose of giving the information the ratepayers seek to gain concerning the scheme. From this it is clear that, outside of Belleville, the yeomanry of Madoc are not considered a set of nobodies, but men who are alive to and animated by the spirit of the age. The more the *Chronicle* and its correspondents rave, and misrepresent and vilify us, the more they will help on our undertaking. Our philosophical contemporary may load its columns with as many chunks of wisdom, with as many tables of figures to prove our poverty as it pleases, without in the slightest degree affecting the final result.

We refer our readers to some remarks on railway communication to new settlements recently delivered in Peterborough county, on the last page.

The Railway Committee appointed by the Township of Madoc met on Saturday last, and organized by the election of Mr Wood as Chairman, and the appointment of Mr Green as Corresponding Secretary. They proceeded to work at once, and have already communicated with Kingston and the other Municipalities interested concerning a preliminary survey of the route and other matters necessary to be attended to with as little delay as possible.

Under the heading "Not True!" the *Chronicle* denies the statement of the MERCURY that prices are lower in the Belleville than in other markets. We adhere to our statement, and proceed to prove it. A farmer of this Township took a load of grain to Belleville a few days since, and was offered 42 cents a bushel for it. Declining to take that price, he was told he could take it home and feed it to his hogs. Of course he brought it away. When a mile out of town on his way home, he met another farmer, to whom he mentioned the occurrence. The grain was inspected, and the Madoc farmer was advised to take his load to Shannaville, where, notwithstanding the colour, it would be sure of a purchaser. After a little hesitation, he went to Shannaville, and soon found some one willing to buy, to whom he stated the fact that the barley was somewhat coloured. It was then and there, with this knowledge, fairly inspected in open day, and without hesitation 80 cents was at once offered for it, and at that price it was sold.

What says our contemporary now?—42 cents in Belleville—80 in Shannaville for the same article! Is it any wonder that North Hastings farmers cannot see the superiority of Belleville as a market?

A correspondent of the *Chronicle*, signing himself "Belleville," who is "some" on figures, says, among other compliments to Madoc, that—

"Her [Belleville's] citizens at the present time own the few simple of perhaps one-third of the Township of Madoc!!!

Now we learn that the value of the "non-resident" lands in this township is really rated considerably below \$5,000—including all that alluded to by Messrs Flint and Neilson at the Madoc meeting as giving them a stake in this township; and what is more to the purpose, that other owners, in Belleville, of lands in Madoc manifest great unwillingness—or inability—to pay up their taxes, and that consequently the amounts due from them have to be returned to the County Treasurer as uncollected! "Belleville" can obtain a list of the names of those in arrear on application to the proper quarter. Is his own proper one amongst the lot?

To the Editor of the Madoc Mercury.

Sir:—Your issue of the 23rd inst gave us a most satisfactory account of the meeting of the 20th relative to our Railway. It was highly encouraging to find among the gentlemen taking an active part in the proceedings, our old friends, the Hon. B. Flint, M. Bowell, M.P., and Dr. Boulter, M.P.P., and all of

them, without exception acknowledging the necessity of a Railroad to Madoc, and avowing their determination to aid us in getting it. It was also encouraging and gratifying to see that every municipality through which a Railroad to Kingston or Belleville must pass, highly represented, and every one of them prepared to do their part liberally, and by their vote openly declare their thorough knowledge and appreciation of the difficulties we may have to contend with, and their determination to persevere and overcome them. All this was exactly as we wanted it. Again: it was gratifying to find a Committee appointed to take all necessary preliminary measures as to the Survey of the Road, &c. I believe the Madoc Committee to be working men, the very men we want; and there is no man about here who for one moment thinks that the members regard their office as a compliment, but a trust reposed in them by the community, which they are bound by every principle to repay by a faithful discharge of their duties.

So far so good, Mr Editor. Now, a few of those who invariably predict failure, look very wise, and tell us the road will not pay; that we have no means of keeping it up, &c., &c. These observations come from men who think that we Farmers are an ignorant set, and that we do not understand—and that thoroughly, too—how Railroads are constructed, and how by our entering into the matter heart and hand, we can make it pay. For the comfort of these poor men, let me tell them that we view the matter in this way:—

We want an outlet at Kingston—distance, say for example, 50 miles; cost of road, &c., \$4,000 per mile; total capital wanted, \$200,000. Now, if a Company were formed and raised that amount by taking stock, of course, in order for the road really to pay, its income ought to be sufficient to cover all expenses of running the road, and say 8 per cent on the \$200,000 stock. We know this, and we know further, that if in lieu of a Company raising \$200,000 to build the road, every municipality between Madoc and Kingston were to come forward, and give bonuses to the amount of \$150,000, all the traffic required, would be to cover the running expenses of the road, and a fair dividend on the Company's stock of \$50,000. I say, Mr Editor, we know this, and we know also to a fraction what the payment of the bonus of \$10,000 for Madoc will cost every one of us; and we know further how much every one of us will gain each year, not on the sale only, but on the transportation of our produce to market. So let these poor consuls consider themselves with the reflection that we know as much about stock, bonus, interest, &c., and how to calculate returns, about as well as they do.

If it were not trespassing on your space, it would give me great pleasure to give your readers some rough outlines of the resources of Madoc and adjoining townships. It has been the fashion to run our resources down. Let the fashion perish! and in its place let us be true to ourselves, by contributing through your columns reliable statements on our agricultural and other resources; and to do which effectively, I trust, Mr Editor, you will open your columns for that purpose, and that every township will weekly contribute its quota of information.

Yours truly,  
ONE OF THE SOD.

Obliged, last week, to omit any reference to the Supper at Moon's Hotel on the 20th inst., we now follow the report of it from the *News*:

The whole of the delegates were entertained at supper by the people of Madoc at Moon's Hotel. About one hundred sat down to a sumptuous repast, for which the labours of the day furnished hearty appetites. The room was tastefully decorated with evergreens and mottoes, "Success to the Madoc Railway," "God Save the Queen," etc. A. F. Wood, the Warden presided, supported by other leading gentlemen of the locality. It was a very pleasant gathering. Toasts loyal and complimentary were given and honoured with great heartiness in temperate fields. Colonel Brown and Major Bowell represented the Volunteers. The Mayor of Kingston and other delegates were toasted. Various speeches were made and songs sung. About ten o'clock the supper party broke up and the delegates returned to Belleville.

The Kingston delegates owe a deep acknowledgement of the courteous hospitality and attention with which they were received, and in particular desire to return their thanks to Mr. Wood, the Warden, and Mr. Smallfield of Madoc."

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BEETS.—We have been favoured within the days with sundry additional samples of what in this rocky part of North Hastings is capable of yielding when brought under cultivation. In one place we received from Mr. Joseph Caverly, the very largest heads of celery we have ever seen, two very fine blood-beets, measuring respectively 19, and 21 inches in circumference—the latter weighing 8 lbs. Mr. Dugham however, beat us with another measuring no less than 26 1/2 feet 2 inches in circumference! and Mr. Anthonoff, hearing of this, invited us to look take away a sugar beet raised by him, which the others, as it measured fully 2 feet 3 inches circumference, and weighed 10 lbs! Let us, by the way, have a vintage Flower and Horticultural next season: and we are tolerably confident it will be worth looking at, and that the results will be exceeding.

WEATHER, like the election in North Renfrew, is daily mixed up just at present. Only last evening upon the fact that the woods were full leaf, we heard it predicted that we should have a fine Fall; and now we have to record the first snow-drift of the season has been so several inches having fallen—that for four days the ground has been completely covered. All some trees—such as the basswood, are now—most of them hold out bravely still; yet those observers of the signs of the times are in doubt whether all the snow now on the earth will disappear before the winter fairly sets in. If opinion proves correct, it will be remarkable; generally, there are three falls of snow, before it is on the ground for the winter.

Gooderham & Worts' great distillery in Toronto was accidentally destroyed by fire on Tuesday last—the loss being over \$100,000; not insured. Of small houses in the western part of the town were also burnt the next morning.

John Wedderburn Dunbar Moodie, ex-Sheriff of Hastings County, died on the 22nd inst.; aged 72. He was highly respected.

St. Andrew's Church, Montreal, was destroyed early on Sunday morning last, and the Union church was greatly damaged.

#### DIED.

In Madoc village, on Tuesday, the 24th instant, Lewis, youngest son of John Dale, Esq. J.P., aged 8 months and 22 days.

## DVERTISEMENTS.

#### NOTICE.

McKENZIE has ceased to be our Agent at EGAN FARM, and is not authorized to contract for other obligations in our name.

BRONSON & WESTON.

Oct. 23rd, 1869.

## E CHRONICLE AND NEWS.

CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published Friday at Two Dollars per annum. Sent six for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

## SCHOOL TEACHER

ANTED immediately for School Section No. 4, Madoc. Apply to Mr COLEMAN HARRIS, 28th, 1869.

E. FRANKLIN,  
used Auctioneer, for Hastings Co., MADOC.

HEY advanced on Consignments. Sales in any part of the County attended to terms.

## WANTED!

00 RAILROAD TIES, and  
1 CORDS CEDAR BOLTS,  
ed on the shores of Hog Lake or the River

W. A. HUNTERFORD & CO.  
e, Oct. 8, 1869.

## Kingston & Madoc Railway.

NOTICE is hereby given, That an application will be made to the Legislative Assembly of the Province of Ontario, at the next session thereof, for a Charter to incorporate a Company to build a RAILROAD from KINGSTON to MADOC, with power to extend the same beyond the last named place Westward; and also for a Grant of Public Lands to aid in the construction thereof.

STEPHEN REED.

Madoc, Oct. 6th, 1869.

## Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with all favourable terms, both as regards price and terms of payment. Title indisputable.

CHARLES KIRK, on the Premises.

## LOOK OUT, FOR COLD WINTER IS COMING!

THE SUBSCRIBER, in returning thanks to the Public of this vicinity, for their liberal support since he commenced business, would say that he is now prepared

### To Full and Dress Cloth,

delivered at his MILL in MADOC.

As he intends to do the work himself, he would also say to those favouring him with their custom, that it will be DONE WITH DESPATCH, and WARRANTED.

CLOTH taken in at THOMAS EMO'S, Ivanhoe, and at LUKE'S HOTEL.

C. T. LANE.

Madoc, Sept. 10, 1869.

## Grain Cradles AND Spinning Wheels

REPAIRED by the Subscribers.  
Residence, One Mile West of Madoc Village.  
ISAAC CANNIFF.

## AUCTION SALE

OF  
Valuable Improved Farms  
IN THE COUNTY OF HASTINGS.

BY virtue of Powers of Sale contained in certain Mortgages which will be produced at the Sale, On SATURDAY, the 6th Day of November, 1869,  
At Twelve o'Clock, Noon.

At WIDOW MOON'S Hotel, in the Village of Madoc, LOT NO. 1.—IMPROVED FARM IN TUDOR.—Lots numbers 9 and 10 on the West side of the Hastings Road, in the said Township of Tudor, and Lots number 24 and 25 in the 1st concession of the aforesaid Township of Tudor, containing by admeasurement 275 Acres of Land, more or less, of which about 90 acres are cleared. There are erected on said premises a Log House and Barn.

LOT NO. 1.—IMPROVED FARM IN ELZEVIR.—The East half of Lot number 2, in the 2nd concession of Elzevir, containing by admeasurement 100 Acres of Land, more or less, of which about 50 acres are cleared. There are erected on the premises a Log House and Barn.

The above will be sold in parcels of Fifty acres each.

TERMS.—One-tenth of the purchase money to be paid down on the day of sale; for balance, terms will be made known at the sale.

For further particulars, apply to

JONAS AF JONES,

Solicitor, Masonic Hall, Toronto,  
Or to S. D. ROSS, Esq., Madoc.

Toronto, 1st October, 1869.

## JOB PRINTING

EXECUTED AT THE MADOC MERCURY OFFICE

With Taste and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!!

J. R. KETCHESON,  
Registrar of Births, Deaths, & Marriages,  
and Township Clerk,  
will be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

## HARDWARE! HARDWARE!

JUST ARRIVED!

## THE FALL STOCK

## HARDWARE of All Descriptions!

Also, the LARGEST ASSORTMENT of

## STOVES,

ever brought into Madoc, consisting of  
New Dominion, Royal Oak, Protectionist,  
Confederate, Small D.tto, Governor,  
Small Ditto, Housekeeper, King,  
Northern Farmer,

Black Giant, Three Sizes, Fulton, Rambler,  
Prize Parlour, Cottage Ditto:

## Oils, Paints, Coal Oil,

## WINDOW GLASS, SASH,

## LAMPS, &c.

TIN-WARE, STOVE-PIPES,  
DUMB STOVES, T-PIPES, ZINC,  
And a LONG LIST OF ARTICLES,  
Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

## FOR SCHOOL BOOKS, STATIONERY, AND CHILDREN'S BOOKS.

At Publishers' Prices, Call At

## WILSON'S DRUG STORE,

DURHAM STREET, MADOC.

## DR. ELMER

Has resumed his professional practice.  
Madoc, Oct. 10th, 1869.

## MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts of England.

Conveyancer, Coroner, &c.

C. G. WILSON,  
CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

## JOHN DALE,

## MARRIAGE LICENSE AGENT, MADOC.

## MUSIC.

## MISS ACKERMANN

ESPECIALLY intimates to the habitants of MADOC and its vicinity that she will continue to give

### INSTRUCTION IN INSTRUMENTAL MUSIC.

Miss A. feels confident, from several years' experience in teaching, that she is able to impart a thorough practical acquaintance with the use both of the Piano and Organ.

Young persons wishing to fit themselves for teaching will receive particular attention.

TERMS.—Courses of 24 Lessons (8 per week). \$8.  
Double Lessons, for parties at a distance, 50 cents.

## MADOC MARKET PRICES.

FRIDAY, Oct. 29th, 1869.

WHEAT	80	8000
BARLEY	60	6000
RYE	50	5000
OATS	30	3000
PEAS	60	6000
BUTTER	10	1000
EGGS	10	1000
PORK	60	6000
HIDES	20	2000

## MISCELLANEOUS NEWS.

Shipbuilding on the Clyde was rarely so brisk or so profitable as at present.

Louis Napoleon has drawn ten million francs from his balance in the Bank of England, to defray the expenses of his wife's pilgrimage.

Lord Napier of Magdala will succeed Sir William Mansfield as Commander-in-Chief in India next year.

A "fasting boy" in France takes nourishment, it has been found, by sponges of soup placed against his body.

The New York *Herald* says that William B. Astor during the last twenty years has so managed a fortune of twenty millions as to roll it up to sixty millions.

One late issue of the London *Times* contained 12,000 advertisements, from as many different persons, showing that the English appreciate the worth of the newspaper as an advertising medium.

Several business men of Montreal have subscribed a considerable amount of capital for the purpose of supplying additional rolling stock for the Grand Trunk, so as to enable them to ship their goods with greater facility.

A shock of earthquake, of some severity, was felt about half-past five o'clock on Friday morning, the 22nd instant, throughout the New England States generally. It was also distinctly noticeable in Montreal, Quebec and New Brunswick. No damage reported.

At a New Hampshire Teachers' Institute, last week, Professor Crittenden, of New York, took strong ground against the premature development of the memorizing faculty, and affirmed his belief that "mental arithmetic" killed off more children than did any of the diseases of childhood.

A Wisconsin paper alleges that the secret of the success of the Chicago newspapers lies in the fact that every man and woman in the town takes every paper, for fear that a divorce notice in which they are interested may be published and they may not find it out.

The Helena (Montana) *Herald* records the casting of a \$50,000 gold brick for Messrs. Bohm and Auh, the largest that was ever run in the United States. Mr. Bohm has offered to make a present of this to any one who will shoulder it and walk one mile without stopping. It weighs 270 pounds.

A wooden watch, made in Stettin, Germany, in 1708, and exhibited by Mr. S. Oppenheim, of New York, is a great curiosity. The works are mostly of wood, and the entire mechanism is very ingenious and skilful. It is the only one in the United States, and there are but two in the world.

The Russians have just discovered extensive coal fields on the eastern shores of the Caspian Sea. Hitherto, in navigating upon this sea, their steamers were obliged to burn wood brought all the way from the Ural mountains, at great expense and labour, which cumbersome material will in future be superseded by coal. The deposits are said to be of good quality and easily worked.

The London *Star*, the organ of the extreme radical school in England, has recently been amalgamated with the *Daily News*. The *Star* has overdone its admiration of everything American, and dissatisfaction with everything British; and with John Bright, its principal patron, a member of the Cabinet, its fractious and uneasy occupation is gone, and its advocacy no longer needed.

The damage done to the timber forests of New Brunswick by the late hurricanes is almost beyond calculation. It is such as will seriously interfere with the operations of the coming winter. Two or three large lumbermen have already made application to have their licenses to cut on certain lands cancelled; and the Crown Lands Department have complied with the request.

The Duke of Cambridge in a general order has called the attention of commanding officers to a recent army circular, in which the Secretary for War, recognizing the advantages to be obtained by the employment of soldiers in trades, has approved of the issue of tools to regiments, in the first instance at the public expense. His Royal Highness says that the object he has in view, with the concurrence of the Secretary of State for War, is to render regiments independent of external aid, and to enable them to perform for the Royal Engineers Department such works as are executed by civil contractors.

A half-starved curate of the English Church gets irritated at the complaints which fill the papers about the wretched salaries of merchants' and bankers' clerks, and writes to the London *Times*: "Nepotism, political influence, or purchase, are our only pass-

ports to anything higher than the most meagre incumbencies, while it adds something to our disappointment to see lads put over our heads into the good livings. Let the clerks remember that there are hundreds of men, in many respects their superiors, who yet have lower pay and poorer prospects than themselves."

The following is an extract of a letter from a passenger by the steamer *Tycho Brahe*, which sailed from Liverpool for Shanghai, July 15, dated Table Bay, August 14, 1869: "We are now at anchor in Table Bay, off Cape Town. We sail again to-night. Lovely weather. We have beaten the mail boat, which left Southampton five days before us, and I have a whole squad of fellows copying my *Times*. One offered £10 for it, but I had refused a lot of offers before, so I am going to keep it; others have placed their boats at my disposal for being allowed to copy."

The monster cannon cast in the end of the sixteenth century by the Emperor Feodor Ivanovich, and which is one of the principal "lions" of the Kremlin, and has hitherto enjoyed the reputation of being the largest piece of artillery in Russia, has at last found a rival and a superior in the colossal gun recently cast at Perm. The military Titan, according to the account of a correspondent of the St. Petersburg *News*, is fully two-thirds larger than its predecessor, and throws a ball weighing eighty Russian pounds, or 2,800 pounds. It is at present being tested by a commission of engineers, the Government having announced its intention, in case the report be favourable, of ordering five other pieces of similar calibre.

**THE LATE SCARE.**—There is nothing more about the reported Fenian cruiser on the upper lakes, and there is no doubt that the story was a hoax. The new Adjutant-General has not had experience in these Fenian matters, and is naturally desirous to err on the safe side. In future he ought to remember that just before the Fall elections, there is always activity at Fenian headquarters, but that no raid is practicable except in warm weather, and that long before any movement could be made, we should have a hundred warnings, not from Government detectives, but from friends of Canada and Britain in the States.—*Globe*.

**THE HUDSON'S BAY COMPANY.**—The *Railway News* says:—"We are informed that the directors of the Hudson's Bay Company will, at the meeting to be held next month, recommend the distribution of the sum of £800,000 received from the Government of Canada among the shareholders, which will give a distribution at the rate of £8 per share. It is also stated that the dividend to be declared for the present half-year will be at the rate of at least two shillings per share more than for the corresponding half of last year. The report will show very satisfactory results of the trading operations of the company."

**THE INFLUENCE OF RAILWAYS ON IMMIGRATION.**—At a public meeting recently held at Haliburton, in the County of Peterborough, which was attended by Mr. Henneway, the Chairman, and Mr. Gurney, another of the Directors of the Canadian Land and Emigration Company, from London, England,—Mr. Gurney, after remarking that the soil of the townships owned by the Company, is not unlike that on which he lived in England, went on to say that the progress of settlement was slow for want of better access, the only road being the Bobcaygeon.—"It seemed to him that no country could be properly settled if the Government or the authorities did not give their best attention to the improvement of circulation by good roads or railways, iron or wood, which the municipalities should be bound to keep in proper repair, as was the case in England. I find a growing impression in Canada that Railways can be made of the maple wood of this country, and you know that there is a charter for making a railway out of such material from Peterboro to this place. We are you on whom the charge for the money will fall, have voted \$25,000 towards such undertaking, and in a district where timber is so cheap, it is obvious that such a railway if practicable, as I am told by scientific men it is, will be of immense value to this district and to the whole of Canada. Nothing will be so likely to retain the immigrants here as an easy access to the best country. At present the immigrant must spend the great bulk of his little means in travelling from the front to the back, and therefore he goes on to the States; but a cheap railway from the front to the back would soon alter this state of things, and I do not doubt that on finding a wooden railway practicable, the Government of Ontario will find it much to the interest of the Dominion to give substantial support to these undertakings. There is another point we or the Government should not lose sight of, that is, the mineral prospects of the country. I think

those prospects extremely good. I live in Cornwall, in England, a county full of mines, and I never saw any district there more favourable to the discovery of lead and copper than I have seen here. If we had a good road to the district it would soon be explored by the miner's eye, and I do not doubt that a swarming population would soon follow any mineral discoveries. I observed in Galway a lead mine which looks very valuable, and there has already been produced from it a large supply of almost pure lead; but the difficulty then will be, how to send the lead away where there are no roads. I hope to return to England not only with a favourable impression of the district but of the whole of Canada; it has immense resources, but it must be obvious to all, and the Government seem fully alive to it, that to secure the prosperity of Canada the means of more perfect circulation must be obtained; and I trust Dyari and the townships here will soon feel the benefit of such improved roads, and by increase of settlement and improvement of land the Government will derive an indirect benefit of ten or even a hundred fold. Mr. Henneway and I are much gratified at meeting you, and as long as I live I shall never forget this visit." (Hear, hear, and applause.)

## VARIETIES.

What is the greatest curiosity in the world?—A woman's.

Why is the sun like a good loaf?—Because it's light when it rises.

Speaking of romance in marriage, a writer says that he never knew it to last beyond the first baby.

"I despise mankind," said an arrogant fellow to a clergyman. "I see you have studied your nature deeply," was the quiet reply.

At a public-house in Devonshire, the landlord has painted up outside his door, "Good beer sold here; but don't take my word for it."

A Parisian author has translated Shakespeare's line, "Out, brief candle," into French thus, "Get out, you short candle."

An illiterate correspondent who is given to sporting, wants to know when the "Anglo-Saxon race," so much talked of, is to come off.

"Why do you cry?" said a bystander to a miser who was witnessing an execution. "Alas," said the miser, pointing to the criminal, "that is one of my suspended debts; he owes me \$50."

A popular poet was much attached to a young lady who was born a day before him, and who did not return his passion. "Yours is a hard case," said a friend. "It is indeed," said the poet, "for I came into the world a day after the fair."

An editor in New Jersey brings delinquent subscribers to his counter in lively order by publishing obituary notices of them. When they have paid up arrears, he contradicts the report of their death by saying they were only "dead beats."

Some people don't believe in advertising because they say, "nobody reads the papers." But let them get into a scrape, and you will find them flying round to the newspaper offices with the request, "Please don't mention that little affair, it's a mistake; I don't want my name published all over the country."

Said a male advocate of women's rights, "When I am in a crowded car, and a lady comes in, I think it the duty of some other man to get up and give her his seat. I look around the car to see if any man in the crowd looks like making a move in that direction, and when I see them all keep their seats I hide my face behind my newspaper, and blush for my sex."

Brevity, long celebrated as the soul of wit, has become in modern times the first principle of correspondence in matters of business. An instance occurred recently which deserves to be recorded. A creditor in the South sent an account against a doubtful debtor to an agent in Inverness for collection. The instructions were expressed in the following brief but very comprehensive terms—"Take the straightest road to the money."

Mr. Webster wrote, after continued provocation, to the editor of a newspaper which referred to his private affairs, and especially to his not paying his debts. He said substantially: "It is true that I have not always paid my debts punctually, and that I owe money. One cause of this is that I have not pressed those who owe me for pay. As an instance of this I enclose your father's note made to me thirty years ago, for money lent him to educate his boys."